

The Mining Journal

AND ATMOSPHERIC RAILWAY GAZETTE,

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

NO. 537.—VOL. XV.]

LONDON: SATURDAY, DECEMBER 6, 1845.

[PRICE 6D.

SALE OF SEVENTEEN SWANSEA CANAL SHARES.—TO BE SOLD, BY AUCTION (pursuant to an order of the Court of Chancery), on Wednesday, the 10th of December, 1845, at One o'clock in the afternoon, at the Mackworth Arms Inn, Swansea, in such lots as may be desired at the time of sale.

SEVENTEEN SHARES IN THE SWANSEA CANAL NAVIGATION.—The last year's dividends received on these shares amounted to £15 per share, clear of property tax.—For particulars apply to Mr. John Trevillian Jenkins, solicitor, Swansea, or Messrs. Rowland, Hacon, and Howland, solicitors, 28, Threadneedle-street, London.

LEAD MINE FOR SALE.—The BELGRAVE MINE, in DEDBINGSHIRE, distant about four miles from the town of Mold.—TO BE SOLD, BY AUCTION, by Mr. G. WARTON, at the Auction Mart, opposite the Bank of England, on Wednesday, January 7, 1846, at Twelve o'clock, unless previously disposed of by private contract, the LEASE of the above MINE, with all the BUILDINGS, ENGINES, PITWORK, and MACHINERY, and the STOCK of MATERIALS on the MINE. The working of this promising mine has ceased, and it is now OFFERED FOR SALE, in consequence of the death of the late proprietor. It is held under the Marquess of Westminster, at £50. per ton royalty, whilst the price of the lead is under £15 per ton, and 20s. per ton when the price of lead is above that sum; for a lease of twenty years, from 1st of May, 1845. An adit, or day level, is carried into the heart of the mine, at a depth of 100 fathoms; and a further depth of twenty fathoms below that has only yet been reached. Ample engine-power is erected upon the mine, and a small additional outlay only is required to bring the mine to a state of returns. The whole will be sold upon very moderate terms, and with immediate possession.

Reference may be made to Mr. John Taylor, jun., Coal-Du, near Mold, who will give every information as to the state and prospects of the mine, and orders for its inspection, and who is authorised to treat with parties desirous to purchase; or to Mr. C. Warton, auctioneer and estate agent, 28, Threadneedle-street.

IRON FOUNDRY.—TO BE SOLD, BY PRIVATE CONTRACT, the HELEN IRON WORKS, situated at the mouth of the TWEED, nearly opposite Berwick-upon-Tweed. These works, erected in 1839, have been built in the most substantial manner, and are replete with every convenience for carrying on a large foundry, or engineering business. They stand upon an area of 7000 square yards, and consist of large MOULDING SHOPS, in which are two cupolas, capable of melting eight tons of iron per hour; three powerful cranes, under which castings of from ten to twenty tons weight can be made, and nine smaller cranes for lighter work; TWO STEAM-ENGINES, of 6 and 12-horse power each, which drive two blowing machines, one large self-acting lathe, and boring mill; five smaller lathes, loam mills, drilling and screwing machines, saw-mill, and other machinery.

There are three large fire-proof stoves, with railways for eight carriages; blacksmiths' and pattern makers' shops, warehouses, dressing shops, proving machines, four coke ovens, from which a railway is laid to the furnaces, and upon which coke, pig-iron, and castings are drawn by steam-power, besides excellent counting-houses.

These works are conveniently supplied with water, carried in pipes through every part of the premises, and the whole are lighted with gas.

Along with the works will be SOLD all the IMPLEMENTS and MATERIALS, which, as they have been lately used, are in complete working condition, and are of the most approved construction; they consist of nearly 300 tons of CAST and MALLEABLE IRON MOULDING FLASHERS, core bars, and patterns, adapted for almost every description of foundry work, including castings for steam-engines, gas and water-works, railways, cast-iron, stone, water and hot-water pipes, pots, stoves, cast-iron pipes and flues, and an immense variety of ironmongery; gold is a due and great quantity of other implements and materials used in a country of iron and granite, ladies' trucks, carriages, cranes, screwing machines, blacksmiths' and moulder's tools, &c.

The sale of these works affords an excellent opportunity to the capitalist, desirous of embarking in this business; the market of the town is peculiarly favourable, and the works could be put in operation in the course of a few days, while the shipping could secure a business connection which would exist with the present proprietor, and his proprietor for nearly fifty years. They have been in active operation since their erection, during which time from 40 to 150 tons of castings have been made per week; they are, however, capable of turning out more than double this last quantity. The goods manufactured at these works have been principally for the London, North American, and West Indian markets, as well as the local trade for all which, as well as the continent, they are conveniently situated, being only about 400 yards from the Tweed, where vessels receive and discharge their cargoes. Freight are very moderate; there is a weekly communication with London by steam and sailing vessels; labour is about 25 per cent. less than in most parts of the kingdom, and coal can be obtained in abundance within a mile of the works at low prices. The Newcastle and Berwick Trunk Railway passes within three hundred yards of the works, thus affording communication to all parts of the kingdom, and as the North British and other railways have their common terminal at Berwick, all of which will require an immense quantity of iron, a large local demand will thus be created, as well as for their first construction as afterwards, and as affording access to Northumbria, Berwickshire, Roxburghshire, in which are many large and daily increasing manufacturing towns.

It may be observed, that the iron trade of this country never presented appearances of more permanent prosperity than at present. Howmever iron may have been used for almost all purposes hitherto, the quantity falls into insignificance in comparison to what will shortly be required, it being ascertained that there are upwards of 40,000 miles of roads &c. railways projected in Europe, India and the colonies; and each mile requiring 600 tons of iron, it may be calculated, with the utmost confidence, that there will be 24,000,000 tons of iron wanted during the next seven or eight years for railway purposes alone, and which may be taken in excess over the usual requirements of the country. There will be nearly 150,000 tons of iron required for railways alone within a distance of 40 or 50 miles of Berwick, and as there are only four or five small foundries in this district, a great portion of the castings might be manufactured at these works.

Plans of the works, with an inventory of the implements and materials, may be had on application to David Macbeth, Berwick; J. B. Galle, iron merchant, Edinburgh; Baudier and MacKenzie, iron merchants, Glasgow; Joseph Hulch, Liverpool; Cowell and Crosser, Newcastle-upon-Tyne; and F. A. Tideman, iron merchant, Purfleet Wharf, East-street, London.

COPPER MINE.—A few gentlemen have ASSOCIATED themselves with a view to WORK AN EXCELLENT COPPER MINE, the products of which have already realised a large per centage; in consequence, however, of an accident, of temporary influence only, that has beset the mine, it is resolved by the committee to DISPOSE OF the REMAINING TWO HUNDRED SHARES to any gentleman willing to join the association. Every particular will be given on inquiry, and mutual references will be offered and required.—Apply to W. E. Knobell, Esq., solicitor, 68, Lincoln's Inn-fields.

TO LEAD OR COPPER SMELTERS, FOUNDERS, &c.—CARMARTHENSHIRE.—TO BE LET, with immediate possession, those very desirable PREMISES, known as the PENCOED LEAD WORKS, situated three miles from the flourishing town of Llanelli, on the side of the Llanelli and Llandaff Railway, with the navigable River Taff bounding them on the south; any extent of frontage for the deposit of slag will be included in the letting. The buildings, with steam-engine, boilers, and machinery, are very compact, and in excellent repair.—For permission to view apply to F. L. Brown, Esq., solicitor, Llanelli, of whom all particulars as to rates, &c., may be obtained.

LEAD MINES, AT STRONTIAN, ARGYLLSHIRE.—TO BE LET, for such a number of years as may be agreed upon, the well-known and valuable LEAD MINES, in the neighbourhood of Strontian. A level, or adit, which has been in progress for many years, has lately been driven into a mine of great extent and rich in ore, by which the water has been cleared out and a convenient access given to the works. These mines are in the vicinity of Loch Sunart. The neighbourhood is inhabited by a thriving and industrious population, of good moral character, among whom are many skilled miners. There is a smelting furnace and a crushing-mill near the entrance to the level, and an abundant supply of water—with these advantages the work may be begun without delay. As few mines possess a more extensive field for successful speculation, they are well worthy the consideration of capitalists, who are hereby invited to visit them.—Offers will be received by Sir James Miles Riddell, Bart., and by William Kennedy, Esq., factor, Strontian.—Strontian, Nov. 27, 1845.

NOTICE TO THE PROPRIETORS AND SHARE-HOLDERS OF MINES, SMELTING-WORKS, &c.—Messrs. MITCHELL and FIELD beg to inform the PUBLIC, that they have REMOVED from No. 5 to No. 28, HAWLEY-ROAD, KENTISH TOWN, where they have erected a spacious LABORATORY, fitted expressly for the performance of all OPERATIONS CONNECTED WITH MINING.—Practical instruction to gentlemen in Assaying, Mineral Analysis, and Manufacturing Chemistry in general.

Analyses conducted as usual.

All communication to be addressed to Messrs. Mitchell and Field, assayers, No. 28, Hawley-road, Kentish Town.

THE PATENT SAFETY FUSE, FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE OPERATIONS.—This article affords the SAFEST, CHEAPEST, and most EXPEDITIOUS MODE of effecting this very hazardous operation. From many testimonies to its usefulness with which the manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c.—"I am very glad to hear that my recommendations have been of any service to you; they have been given from a thorough conviction of the great usefulness of the Safety Fuse; and I am quite willing that you should employ my name as evidence of this." Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Chelmsford, Essex.

TO ENGINEERS, RAILWAY CONTRACTORS, MINING AGENTS, IRONMASTERS, AND OTHERS REQUIRING FINE GREASE FOR MACHINE-AXLES, &c. every description.—JOSEPH PERCIVAL'S IMPROVED ANTI-FRICTION GREASE has been tried in machinery and axles of every kind, where constant friction is kept up—admitted to be the most useful, economical, and best protection of the kind ever offered to the public.

References to scientific and practical men can be given, and testimonials shown of the great excellence.—Samples forwarded on application at the manufactory, Green-lane, Wellington-street, Blackfriars-road, London.

MINE MATERIALS.—I. T. TREGELLAS, QUAY, TRURO, presents his respects to MINERS, and begs to OFFER them the following GOODS, of good quality, and at the lowest market prices:

IRON, including best SHROPSHIRE BARRELS, extra-refined CHAIN IRON, BOILER-PLATE, KEEPS-FLATES, HOOPS, and SHEETS STEEL of every description COALS GUNPOWDER and POWDER CANS HEMP and WIRE CORDAGE Best Scrap Chain, warranted KIDGELS and WATER BARRELS Nails of all kinds SHEET LEAD, White Lead, and Red Lead SHOVELS Picks and Pick Monds Mallets and Mallet Iron Saws and Hatchets Shovel Hiltis from £1. per doz. to 2s. per doz. Pick Hiltis

Smiths' Bellows Oils—of every kind Gromes, at the makers' prices Flax Brick and Building Brick PITCH, TAR, ROSE, and ROMAN CEMENT ANVILS, VICES, and FILES LEATHERS GRINDSTONES ENGINE SHAG and SUMP STRIPS OR DUCES, POLDAY, and SACKING PATENT FEATHER, for covering cylinders, &c. PATENT ROLLING FELT, 1d. per square foot LIFTING JACKS PAPER, FUSE, SHOOTING NEEDLES, and CLAY IRONS, and every other description of materials for general mine consumption

Dated, Truro, July 10, 1845.

RYE AND THOMAS, MINE AGENTS AND DEALERS IN STOCKS, RAILWAY AND OTHER SHARES, 80, OLD BROAD-STREET, LONDON, AND AT LISKEARD, CORNWALL.

JAMES LANE, SHARE AGENT, HALL OF COMMERCE, LONDON.

THOMAS DUNN, MINING AGENT, SHARE BROKER, AND GENERAL INSPECTOR, TAIVSTOCK, DEVONSHIRE.

WILLIAM TRENTERY, DEALER IN RAILWAY AND MINING SHARES.—ESTABLISHED TEN YEARS. OFFICES, NO. 50, THREADNEEDLE-STREET, LONDON.

WILLIAM FORDYCE, STOCK AND SHARE BROKER, NEWCASTLE-UPON-TYNE.

MESSRS. LAMOND, SMALE, and LAMOND'S PUBLIC SALE OF RAILWAY SHARES, &c., are HELD, at the Hall of Commerce, Threadneedle-street, every TUESDAY and FRIDAY, at One o'clock precisely.—Orders received until Four o'clock of the day prior to sale.—London, Nov. 24, 1845.

MINING SHARES FOR SALE.—Mr. LOMER, of Plymouth, begs to inform capitalists and adventurers that he has several SHARES in some valuable COPPER, LEAD, and TIN MINES to DISPOSE OF on advantageous terms; they embrace some very important mines, and are particularly worthy of attention.—Further particulars, of which Mr. Lomer will be happy to furnish any gentleman, may be had by personal application, or by letter, at 14, Norfolk-street, Strand.

THOMAS THORBURN and Co., METAL BROKERS, NO. 48, BUCHANAN-STREET, GLASGOW, have always on SALE PIG-IRON, RAILWAY BARS, CHAIRS, and BAR-IRON of every description.

HUGHES, COWIE, and CO., METAL BROKERS, have on hand PIG and BAR-IRON of all descriptions and OTHER METALS, and tender their services to Railway Contractors, having a constant supply of RAILS and CHAIRS Fenwick Chambers, Liverpool.

TO RAILWAY CONTRACTORS & IRON MERCHANTS.—WANTED, ONE HUNDRED TONS OF CONTRACTORS' RAILS, and THIRTY CONTRACTORS' WAGGONS.—Persons having such to dispose of, will send particulars to the Contractor for the Taw Vale Railway, 5, Guildhall Chambers, Basinghall-street, London, Dec. 5, 1845.

FOR SALE, BY PRIVATE CONTRACT, a 17-inch cylinder ENGINE, with BOILER, &c., complete.—Apply to Mr. William Carne, St. Agnes, or Captain R. S. Bryant, Newlyn.

IRON TRADE.—A GENTLEMAN, having had considerable experience as traveller, &c., in the iron trade, during the last five years, in one of the few manufacturing houses, wishes for an ENGAGEMENT, either in town or country, as MANAGER, AGENT, or TRAVELLER, &c., being thoroughly acquainted with the London and Liverpool markets, the dealers throughout Ireland, and the general routine of the iron trade.—Address "J. M." care of Mr. Scarbrough, 50, Bow-lane, Cheapside.

GENERAL MINING COMPANY FOR IRELAND.—Capital £250,000, in 10,000 shares of 25s each. Deposit, preliminary, 2s. 6d. per share. With a power to increase the capital to £500,000, if deemed expedient, under the provisions of the Deed of Association of the Company.

PROVISIONALLY REGISTERED, pursuant to the 7th and 8th Victoria, cap. 110.

HONORABLE DIRECTORS.—Viscount Massereene and Ferrard, Antrim Castle; Lord Dunally, Kilboy, Nenagh; Hon. Francis A. Prittie, Corryle, Roscrea; Sir Thomas Esmonde, Bart. M.P., County Wexford; Sir John Macneill, LL.D., F.R.S., Rutland-square, Dublin; Pierce Somers Butler, Esq. M.P., Ballycotton, County Kilkenny; Robert J. Graves, Esq. Merrion-square South, Dublin.

PROVISIONAL COMMITTEE.—Hon. George Lionel Dawson Damer, M.P., Tilney-street, London, chairman of the Great Minster Railway; Thomas Wyse, Esq. M.P., Waterford, and Wilton-place, London, chairman of the Cork and Waterford Railway.

Sir James Murray, Merrion-square South, Dublin, director of the Great Hibernian and Central Railway; Charles William Spicer, Esq. Portman-square, London, director of the Grand London and Liverpool Approximation Railway; Abraham Abraham, Esq. Southampton, chairman of the Kilrush, Kilkeel, and Dublin and Belfast Junction Railway.

Pierce Nagle, Esq. Anakeasy, Doneraile, Cork, director of the Grand London and Dublin Approximation Railway, and of the Kilrush, Kilkeel, and Dublin and Belfast Junction Railways.

John D'Arcy, Esq. Raheny House, county Dublin; Thomas J. Quinton, Esq. De Veschi-terrace, Monkstown, county Dublin, director of the Nenagh and Killaloe Railway; Finlay William Cusack, Esq. Camden-street, Dublin, director of the Dublin, Dundrum, and Enniskerry Railway.

Francis White, Esq. M.D., Rutland-square, Dublin, M.R.S., Inspector-General, &c.; Francis K. White, Esq. Ballycurra, County Galway, and Grove House, County Dublin, director of the Nenagh and Killaloe Railway.

James Kirwan, Esq. M.D., Marlborough-street, Dublin; Henry Abraham, Esq. Southampton.

BANKERS.—The National Bank of Ireland, and its branches; The London and Dublin Bank, and its branches; Royal Bank, Foster-place; The Tipperary Joint-Stock Bank, and its branches.

SOLICITOR.—L. Duff, Esq. 26, Grenville-street, Dublin.

PROVISIONAL SECRETARY.—Thomas Maguire.

The company is formed to sit in developing the mineral wealth of Ireland, which only requires the application of skill and capital to fully open up its rich mines of lead, copper, coal, iron, mangan, &c., and to which the attention of British capitalists is now anxiously directed. Property in mines, lead, copper, and coal, can be promptly secured upon advantageous terms, as to yield abundant profit to the proprietor, and to furnish employment for the labouring classes.—The extension of railways in Ireland must give additional value to mining property, from the facility of transit and increased intercourse, whilst the proprietors in the various railway companies must greatly promote their own interests by forwarding the objects proposed.

From the numerous applications for shares in this company, the committee hereby give Notice, that the subscription list will close promptly.

Signed, by order of the committee.

THOMAS MAGUIRE, Provisional Secretary.

Committee Room, 48, Lower Sackville-street, Dublin.

ANDREW SMITH, PRINCES-STREET, LEICESTER-SQUARE, LONDON.

ENGINEER, MACHINIST, IRON AND BRASS FOUNDER, &c.

PATENTEE AND MANUFACTURER of improved steam-engines, rapid steam generators, railway wheels, rails and chairs, propellers for canal and river navigation, rope-making, fax-dressing, and other machinery; raising and lowering machines, wharves, warehouses, and truck cranes; tramway, traversing, and stationary purchases crabs, tackle, &c. Also steam-engines and boilers, of various constructions; bone, sugar, and millwork and machinery of every description manufactured and repaired.

Bow-Mills, Breweries, and Factories attended.

PLANNING, BORING, TURNING, SCREW-CUTTING, &c., FOR THE TRADE.

TO ENGINEERS, ARCHITECTS, AND CONTRACTORS,

GREAVES' GROUND, LIAZ-LIME AND LIAZ-CEMENT, AT 2, SOUTH GARDEN, ADDINGTON, LONDON; 10, BUCKS-SOUTH, WARWICKSHIRE.

Agents for Liverpool.—Ditto for Manchester.—Ditto for Chester.—Mr. J. Thompson, Rock King-street, Liverpool; Mr. J. Harrison, Llanelli Hall-street.

BY HER MAJESTY'S ROYAL LETTERS PATENT.

SMART'S ELLIPTICAL CONVEX METALLIC PADDLE FLOATS, FOR PROPELLING STEAM-SHIPS.—The very great superiority of this invention over the common float, in all points, having been fully proved by its use on various steamers of from 50 to upwards of 300-horse power, and applications being made for licensing several iron steamers, from 70 to 300-horse power, the patentee confidently recommends it to the Government and the public generally.

Its superiority consists, in beauty of appearance, stability, durability, its property of greatly reducing vibration and oscillation, inexpensiveness, powerful agency in checking a ship in chance of collision, and what is of the greatest consequence, giving an immense increase of speed. All these must have a powerful influence, not only on steam propellers, but more especially on the minds of the steam-travelling public.

These floats can be easily applied to any vessel.

Applications for license (for which a fee of 10s. per horse-power is charged) to be made to the patentee, Mr. Robert Smart, 5, Grenville-place, Hotwells, Bristol, or his agents.

Mining Correspondence.

ENGLISH MINES.

NORTH WHEEL ROSE MINING COMPANY.

St. Agnes, Nov. 25.—At a meeting of adventurers, held this day, at the counting-house of Penhallow Moors Mine, the following accounts were presented:—Balance, 141. 12s. 9d.; cost for July, 4002. 0s. 3d.; ditto August, 3492. 17s. 6d.; ditto September, 3661. 1s. 8d.—total, 12577. 12s. 2d. Arrears of cost received, 36s.; balance due, 12214. 12s. 2d.—total, 12577. 12s. 2d.—[Sold, but not delivered, 77 tons of lead, value 12502.]—It was then resolved, that the account for July, August, and Sept., having been examined, be passed.—W. CAREY.

Mine Report.—Since your last meeting, the following work has been done in the mine:—The flat-rod shaft sunk 7 fms. 2 ft. The fifty fathom level cross-cut, towards the west lode, driven 12 fms.; ditto on the west lode, driven 9 fms. 3 ft.; ditto north on a branch, driven 2 fms. 3 ft.; ditto on a second branch, 3 fms. 3 ft. The forty fathom level, on the west lode, driven 9 fms.; ditto Luke's rise, risen 7 fms.; ditto south on a branch, driven 1 fm. 3 ft.; ditto cross-cut east, driven 21 fms. The flat-rod shaft is at present sixty fathoms deep, a plat cut, and the sixty fathom level cross-cut towards west lode commenced driving; at this level we have had a lode in the shaft varying in size from one to two feet, which has yielded some good stones of lead; where we opened the plat it is split into branches, and does not look so promising, but we are of opinion that it is well deserving further trial. At the fifty fathom level the west lode has been cut, and 9 fms. 3 ft. opened on its course; the first eight fathoms produced about half a ton of lead per fathom; the lode at present is not looking so well; the air being bad, the men from this level have been put to rise to the forty fathom level for the purpose of ventilation. In driving the fifty fathom level cross-cut we had several branches, two of which we have opened as above stated; they have both yielded good stones of lead occasionally, but have not been sufficiently productive to defray the expense of working—yet we consider these good indications, especially as all the branches are increasing in size as the mine gets deeper, and the ground appears to be of a more congenial character at this level than in the levels above. At the forty fathom level, in the cross-cut east we expect daily to cut the lode; on the west lode we have driven north to the boundary; for the last three to four fathoms we had a tolerably good lode. There are at present five pitches working at from 3d. 5s. to 4f. 10s. per ton.

WHEEL GREY MINING COMPANY.

Dec. 8.—At a meeting of the adventurers held on the mine, this day, the following accounts were presented:—Labour cost for July, August, and September, 1744. 18s. 3d.; merchants' bills, including stock of timber and coals, 3922. 4s. 7d.—total, 2787. 2s. 10d. Tin ores sold, 3414. 18s. 3d.—profit, 6772. 10s. 5d.; to which add balance in favour last account, 3d. 4s.—making a total of 6802. 14s. 5d.; deduct dividend this day declared of 2s. per 1-320th share, 640s., leaves a balance at bankers of 401. 14s. 5d.—The prospects of this mine are very good; we have a large quantity of tin stuff at surface, and are about to erect additional stamping power.

LAVINET CONSOLS MINING COMPANY.

Nov. 28.—The engine (or Elizabeth) shaft has been sunk about two fathoms; the ground here is much improved for sinking. The seventy fathom level has been driven about seven fathoms through a large and ore-y lode. The seventy west has been driven about five fathoms; this end has much improved; the lode in the present end is very good, about two and a half feet wide; this is going under the ore ground at the sixty, west of the engine-shaft. In a winze sinking under the sixty fathom level, about twelve fathoms west of the shaft, the lode is about three feet wide, ore-y throughout. There is also a winze at the same level, about twenty fathoms east of the shaft; this bottom is not yet cleared up, but it is expected this winze will go down in a bunch of ore. The forty fathom level is looking more kindly than last reported, and a bunch of ore is daily expected.

GUNNIS LAKE MINING COMPANY.

Dec. 2.—At Chisworth, the water during the past week has so much increased as to suspend the sinking of Hailey's engine-shaft; the lode in the bottom of the shaft is upwards of three feet wide, composed of gossan and spar, with stones of copper ore in places—very promising. In the adit level east there has been no lode taken down. The required castings are arrived, and it is hoped we shall put the engine to work in about three weeks.—W. RICHARDS.

PENHALLOW MOORS MINING COMPANY.

Nov. 25.—The following is a statement of the work done in the mine since the last meeting. Tonkin's shaft is sunk 11 fms. 3 ft. The adit west, on the south lode, is driven 22 fms.; north from ditto, on a north and south course, 2 fms. 3 ft.; north on a second north and south course, 1 fm. The adit south is driven 4 fms. Tonkin's shaft has been communicated with the adit; in sinking the shaft we passed through two east and west courses, from three to four inches wide, each composed of flockan; these, in all probability, are parts of the east and west lode. In the adit west, we regret to state that the lode here has proved unproductive; it averages from one to two feet wide, and is chiefly composed of flockan, and has a promising appearance. In driving the adit we crossed two north and south courses—one two fathoms east of Tonkin's shaft, on which we have opened two and a half fathoms; it is small, from two to four inches wide, composed of flockan and fine sandy mundic, the ground being rather hard, the men have been applied to open on the other, which is eight fathoms further east, and is also about four inches wide, quartz, mundic, and spots of lead. In the adit south the ground has proved very hard—we have given as high as 77 per fathom; there remains yet from fifteen to twenty fathoms to drive to cut the lode, which has been opened on the back, and is from ten inches to one foot wide, in close quarry ground. The men from this place have been applied at different times to repair the adit, which in the north part of the mine is at present in tolerable good condition, but in the south mine is not looking so well, and will require some repairs.

NORTH UNITED MINING COMPANY.

Nov. 12.—At the three-monthly meeting, held this day, the following accounts were presented:—Labour cost, July, August, and Sept., 285. 8s. 3d.; carriage, 5. 11s. 11d.; materials, 912. 18s. 1d.; balance against adventurers to end of June, 141. 2s.—total, 523. 18s. 11d. Received call made 13th August, 500s.; for bellows and anvil, &c., 5s.; balance, 18. 18s. 1d.—total, 523. 18s. 11d.; balance due to the purser, 18. 18s. 11d. To pay off the above balance, and for the further prosecution of the mine, a call of 3d. per 1-100th share was made, to be paid to the purser on or before the 1st of December.

Mine Report.—To describe the work done in these mines since our last report, I would begin with our engine-shaft; here we have sunk about eight fathoms below the sixty under the adit level. About two fathoms towards the sixty the shaft changed from killas to granite, and it appears to be standing granite. Since in granite, the lode is larger than it was before; it is from three to four feet wide, but I cannot speak of any improvement as to its quality, but I do not think there is so much iron in it as when the shaft was in killas. In the thirty fathom level, west of engine-shaft, we have been expecting for these last two months to cut a north and south lode which is before us—but, by reason of the ground being harder than before, and the north and south lode having a greater underlay than was expected, we have not yet cut it. The only indication we have that it is near is, that we have cut a stream of water close in the end; the lode in this end has much the same appearance as that in the shaft, but not so large. On the north lode, since our last report, we have sunk the shaft about six fathoms; this has been a very hard bed of ground, and is still so, but I believe not quite so hard as it was. The lode in this shaft is now small, and thinly impregnated throughout with grey ore; this is by reason of the ground being so hard. The sixty fathom level, east of north shaft, we have driven five fathoms; here the lode has been generally large, with good stones of grey ore throughout the lode at times. At the forty-seven fathom level, east of north shaft, we have driven, since our last report, about ten fathoms, on a lode that is looking north-north-east; here we expect to cut other lodes that are running across the bay, and at the same time to prove the lode we are driving on. At Carnellos we have sunk, since our last report, about four fathoms; this has brought us down 9 fms. below the adit. Here we have good stones of tin, but as yet not enough to pay for breaking.

BEDFORD UNITED MINING COMPANY.

Dec. 2.—At Wheal Marquis, the lode in the seventy fathom level east is two feet wide, composed of gossan, spar, and ore, saving work; in this level west the lode has not yet been cut west of the cross-course. In the fifty-eight fathom level east the lode is two feet wide, and worth 8d. per fathom; the lode in the winze in this level is two feet wide, composed of gossan, spar, and ore; in the rise in this level there has been no lode taken down. At Ding-Dong, we are desuing the lode in the twenty-four fathom level east and west. At Wheal Tavistock, there has been no lode taken down in Phillips's engine-shaft or the twenty-five fathom level west. We are progressing satisfactorily with the cutting of wheal pit for trial of south lode.

J. PHILLIPS.

WEST WHEEL JEWEL MINING COMPANY.

Dec. 1.—The ground in the 115 cross-cut is still driving. In the 110 fathom level east, on Wheal Jewel lode, the lode is two feet wide, worth 8d. per fathom; the 100 fathom level west, on ditto, we have cut through Hodges's cross-course, and have intersected the lode; the west side of it is one foot wide, and is one foot wide, disordered, being near the cross-course, but doubt not, when free from that influence, will prove productive; in the eighty-five west, on ditto, the lode is worth 6d. per fathom. In the seventy west, on ditto, the lode is worth 10d. per fathom; in the seventy cross-cut south we have intersected Wheal Jewel lode here in the past week, but have not yet cut through it. In the eighty-five cross-cut north, we have cut Buckingham's lode here, the lode is one foot wide, disordered, being near the cross-course, but doubt not, when free from that influence, will prove productive; in the eighty-five west, on the south branch, the lode is one foot wide, containing good stones of ore. In the thirty fathom level east, on Morcom's lode, the lode is two feet wide, unproductive. In the twelve fathom level west, on Tolcarne lode, the lode is two feet wide, with a leader of tin, worth 4d. per fathom; in the deep adit west, on Wilkins's lode, the lode is eight feet wide, composed of spar, mundic, &c.

S. LEWIS. R. JONES.

BARRISTOWN LEAD MINING COMPANY.

Garry Tugman, Nov. 28.—In the eastern end of the old mine the lode is twelve inches wide, producing about half a ton of lead ore per fathom; the stones behind this end, back and bottom, look better producing one and a half ton per fathom; the rise behind the end is still in slide; the lode in the western end is about eighteen inches wide, producing about half a ton per fathom; we have suspended this end for the present, as it will not be safe to take the ground over it, and the water proceeding from the end is increasing; there is a three fathom stop behind this end, which will be taken away on tribute, and, if advisable when done, we may resume driving at that depth. We have cut in flat-rod shaft this week a lode about eighteen inches to twenty inches wide, ten inches of which is solid lead ore, and worth about from 3s. to 40s. per fathom; this shaft is six fathoms under the old workings; I suspect it to be the main lode wrought on, thrown back by a slide or fault. The east end on middle lode looks much the same as last reported; we are rising from the cross-cut to let the water into the sump just under kiln shaft, and the tributaries working on this lode will be idle till it is holed; the lode in this rise is about twenty inches wide, producing good stones of ore; we should have done this before, but the air would not admit of two partnerships working in the cross-cut; the lode 200 fathoms east looks better, it is much the same size (four feet), but the lead is in larger branches, and more thickly interspersed; we have not yet cut it in the other stances we are making on the back; the tribute pitch looks much the same.

GREAT WHEEL MARTHA CONSOLIDATED MINES.

Assay Office and Metallurgical Works, 79, Hatton-garden, Dec. 2.—On my return from my residence in the neighbourhood of the mine, I beg to offer you my observations respecting the progress of the operations and prospects at your mine, which, from my having frequently visited and carefully watched and directed, you may be assured is correct. At the old mine, from the hardness of the ground, our operations have been slow, but the cost has been confined to develop this part in depth, to effect which the shaft has been sunk to a ninety fathom level, from where we are driving east to get under the ore ground of the last working, and intend sinking in the ore ground, now that we can do so dry; also to cross-cut at the ninety to see the south lode, which was driven upon a great distance at the forty, producing some copper, and promising to be productive in depth; also to sink and rise a winze from the sixty and seventy, to divide the ground for ventilation, and open (if possible) any tribute ground on the western shoot of ore. This will, I consider, give the old mine an effectual trial, and having such an extent of ground, or backs under the ore ground of the former working, will, I trust, be productive of returns. I should also say that the mineral character of the lode in depth, and the increased temperature of the water issuing from the lode, are indications of good results. At the new mine, or eastern part of our set, I am happy to say that our prospects would justify the outlay of any capital for its full development; our operations have as yet been confined to sinking to a twenty fathom level, and driving at that and the ten fathom, but which drivings have been retarded by want of sufficient power to keep the water that has been seen in them, and shows that the lode in the eastern part is likely to, and has, produced ore of a richer quality than the western ground, and promising to be more productive at a less depth, sufficient to induce my recommending the erection of efficient machinery, which is now in active progress. A shaft is being sunk to take the lode at seventy fathoms in depth, and a deep adit driven, which is gone through the lodes, at which level one of these lodes has been driven upon, and produced some ore of good quality, from which I have lately broken some, producing 14 per cent. of copper. This main engine-shaft is to the west of Thomas's shaft, from where the ten and twenty fathom levels are approaching to get under the productive ground, and I am happy to say the twenty west end on Friday last had eighteen inches of ore—a sample of which has been sent me per post by Capt. Prince, which I have had assayed, and proved to contain 10 per cent. of copper. In conclusion, I beg to say that all the operations of your mine are being conducted with due regard to economy: at the same time, the effectual working of them, and that from the present prospects, and the great success of the neighbouring mines, on the same lodes, I have no doubt of ultimate success.

P. N. JOHNSON.

HAWKMOOR MINING COMPANY.

Dec. 2.—The lode in the south engine-shaft is sixteen inches wide, composed of mundic and spar, producing good stones of yellow copper ore. The lode in the western engine-shaft is six inches wide, composed of spar and gossan. In the fifteen fathom level, west of Hitchins's engine-shaft, the lode is fourteen inches wide, composed of capel and spar, with a little yellow copper ore; and in this level east the lode is 12 in. wide, composed of capel and spar.—P. RICHARDS.

HOLMBUSH MINING COMPANY.

Dec. 2.—In the 120 fathom level cross-cut the ground continues favourable. In the 110 fathom level, west of Hitchins's shaft, the lode is small and poor; in the stances in the back of this level, west of Hitchins's winze, the lode is eighteen inches wide, and worth 35s. per fathom; east of ditto the lode is one foot wide, and worth 22s. per fathom; in the stances west of the sump winze the lode is eighteen inches wide, and worth 28s. per fathom. In the 100 fathom level, west of Hitchins's shaft, the lode is fifteen inches wide, and worth 11s. per fathom; in the south end the lead lode is two feet wide, and worth about 6s. per fathom; in the stances in the back of the 100 fathom level the lode is sixteen inches wide, and worth 20s. per fathom. In the 90 fathom level west we have cut another large cross-course, and have not as yet got through it. In the rise in the back of the eighty fathom level, against Bray's shaft, the ground is hard. We sampled at Calstock quay, on Friday last, computed 192 tons of good quality ore. T. RICHARDS.

TRESAVEAN MINING COMPANY.

Nov. 25.—At the two-monthly meeting, held this day, the following accounts were presented:—Amount of cost for Sept. and October, 4859. 10s. 11d. Amount of copper and tin ores sold in August and September, 5098. 11s. 6d.; less lord's dues, 1-20th, 256. 4s. 6d.—4857. 7s.; received from Treviaky and Barrier, 1816. 11s. 9d.—leaving, as profit for the two months, 2702. 5s. 10d.; balance in hand end of August, 1023. 2s. 7d.—total balance now in hand, 1293. 8s. 5d.

Mine Report.—The 286 fathom level, driving west of Harvey's lode, in this is small and unproductive. The 286 is driven to the Barrier within two fathoms; the lode is twenty inches big, worth 18s. per fathom. In the 286 east of old east, the lode is four feet big, worth 30s. per fathom; in the 286, east of old east, the lode is large, worth 10s. per fathom. The 156, west of western engine-shaft, is within six fathoms of Trethellan; the lode is small, producing some little ore, not rich. The levels on Caddy's lode are still unproductive. Roger's flat-rod shaft is sinking on the north lode, eleven fathoms below the forty fathom level; the lode in this shaft is six feet big, and has a promising appearance, with some little ore. The forty and thirty fathom levels, driving west, are unproductive, and not very promising. We shall commence sinking the old east shaft, below the 286, next month, in a large and promising lode, 326 fathoms below the surface.

TRELEIGH CONSOLS MINING COMPANY.

Nov. 28.—In the ninety, east of Christoe, the lode is two feet wide, worth 10s. per fathom; the ninety, west of ditto, is driving on a part of the cross-course; in the ninety, west of sump winze, the lode is three and a half feet wide, worth 10s. per fathom. Garden's shaft, below the eighty, is in the country, the ground at present hard. In Good Fortune shaft, below the seventy, the lode is four feet wide, but little ore, and hard for breaking; in the seventy, west of ditto, the lode is three feet wide, producing stones of ore, and looking promising. The rise above the sixty, against Symons's shaft, is driven in the sixty fathom level 4 fms. 0 ft. 6 in.; the lode in the rise is two and a half feet wide, producing stones of ore. In Symons's shaft, below the fifty, the lode is three feet wide, worth about 12s. per fathom. The fifty cross-cut north in the country, the ground as usual; in the fifty, west of Symons's, the lode is two and a half feet wide, but little ore; in the thirty-four, west of ditto, the lode is twenty inches wide, unproductive. In the twenty, west of ditto, the lode is two feet wide, with stones of ore. In the adit, west of ditto, the lode is three and a half feet wide, worth about 8d. per fathom.—W. SYMONS.

SOUTON CONSOLS MINING COMPANY.

Nov. 29.—We have sunk a shaft on one of the stances pits ten fathoms deep, whence we have driven a cross-cut north nineteen feet, nine of which are through the lode at right angles. We then drove on the course of the lode (magnetic east and west) fifteen fathoms, where we again crossed, cut it, and found it the same size as at the commencement—viz., nine feet. In the eastern end of the ten fathom level the lode is not so compact as in other parts, having some portion of capel, and the country (killas) in it; the western end, with fourteen fathoms of the level, is one mass of gossan. In the shallow part of the mine there was no copper visible in the gossan, although I found, by testing it, that it did contain copper; but now I am happy to say I have seen both yellow and black ore in the western end. Up to this time we have been keeping the water by manual power; but, having satisfied ourselves as to the bearing and character of the lode, we shall immediately proceed with our engine-shaft, which we have marked out and set 5 fms. at 35s. per fathom. B. COOKE.

EAST TAMAR CONSOLIDATED MINES.

Dec. 1.—I beg to hand you my report of the above mines. At Whitson, we are still preparing for putting in the plunger lift at Hitchins's shaft, which will be completed, I expect, by the end of the week. At the south shaft at Whitson we have cleared and secured, in the twenty fathom level, ten fathoms north, and six fathoms south. At Foweyhill, the engine-shaft is cut down and secured two fathoms, where we have discovered a good silver-lead lode on the footwall; by all appearance, it will pay for cutting down and securing the shaft. At Charlestone's, the pitches are looking very promising; very little variation since last week's report. Our dressing department is getting on very well; we expect to have sixteen tons of silver-lead ore dressed for November, and have an increase by the end of December, as we have set two more pitches at Whitson.

B. ROBINS.

EAST WHEEL CROFTY MINES.

Nov. 26.—At a meeting of the adventurers, held on the mine, this day, the following accounts were presented:—Costs for Sept. and Oct., 3650. 15s. 8d.; ore sold September and October, 4996. 2s. 7d.—profit, 1345. 7s. 11d., to which add balance end of August, 6368. 12s. 6d.—making a total profit of 4734. 0s. 4d.; from which deduct dividend of 15s. per 1-94th share, 1410s., leaves a balance now in hand of 3234. 0s. 4d.—The November and December months' ore will leave a profit of more than 2000s., and a dividend of 20s. per share will be declared, and, should the mine continue in its present state, a continuance of the 20s. dividend per two months may be depended upon.

UNITED HILLS MINING COMPANY.

December 1.—In Williams's shaft the lode is two feet wide, ore of good quality throughout, of fair quality; in the western end the lode is three feet wide, poor. In the seventy fathom level, east of eastern shaft, the lode is one foot wide, producing some good stones of ore; west of diagonal shaft the lode is three and a half feet wide, eighteen inches on the south part ore of low quality; east of James's shaft the lode is two feet wide, producing little ore; west of ditto the lode is two and a half feet wide, producing ore throughout, but of coarse quality. In the sixty fathom level, east of eastern shaft, the lode is two and a half feet wide, ore throughout, of average quality; west of Harper's winze the lode is three and a half feet wide, ore of fair quality; in the stances at the back of this level, east of Harper's winze, the lode is two feet wide, ore of average quality; in the stances, at the bottom of this level, the lode is five feet wide, three feet on the north part ore of fair quality. In the fifty fathom level cross-cut the ground still continues hard for driving; the diagonal shaft continues hard and troublesome for sinking. At Wheal Sparrow, Gibson's shaft we hope to again resume sinking in the course of a day or two. In the forty fathom level, east of eastern shaft, the lode has not been taken down in the past week. In the forty fathom level, eastern end, the lode is eighteen inches wide, ore of fair quality, improved since last week; west of Gibson's shaft the lode is two feet wide, eighteen inches ore of average quality; in the winze the lode is one foot wide, sixteen inches ore of good quality. In the thirty fathom level the lode in Richard's is eighteen inches wide, unproductive at present. At Wheal Nut the engine-shaft is seven fathoms under the forty fathom level; the lode is two feet wide, saving work for tin, a very promising lode. The lode in the forty fathom level west is eighteen inches wide, producing some tin; in the forty fathom level end east the lode is eighteen inches wide, worth 20s. per fm. for tin. The lode in the thirty fathom level west is six inches wide, unproductive at present

ATMOSPHERIC RAILWAY GAZETTE.

fully set in, are now employed in collecting halvans for the stamps, and smalls from the old stalls for the separators against the spring. Very little dredging ore is now found—consequently, the account of the operations must show a loss until the halvans can be returned. As soon as the superfluous handa can be sent to Sweden, the expense of selecting the halvans will be materially reduced.

New Lodes.—The further exploration of these is now, of necessity, postponed to the spring of next year.

Ore Dressing.—Small quantities of ore were returned through the stamps during the first week of this month; the frost having now set in severely, has put a stop to our proceedings in this department until the spring.—S. H. THOMAS.

UNITED MEXICAN MINING ASSOCIATION.

Guanajuato, Oct. 24.—Mine of Rayas.—Little or no variation has been observed in the productive workings, or in the sales of ores on joint account with buscones, as will be seen by the following comparative statement:—

4 wks. end.	Picked ores.	amt. sales.	Outlay.	Excess of Outlay.
Sept. 20.—Ca. 2371 04	85,558	2 4	\$16,887 2 4	\$8325 0 0
Oct. 16. " 2404 0	8,357	3 0	16,839 0 0	8482 3 0
Ca. 32 04	5200 7 4	547 4 4	\$153 3 3	Decrease. Increase.

On the other hand, the works of research have not yet realised the expectations entertained in respect of early and effective produce from some of them, whilst others have so changed in character and prospects, that it has been deemed expedient to discontinue them altogether for the present, or until the returns from the mine shall have become greater, with the view of equalising the expenditure with the present produce, as mentioned in my last letter. The ores produced for sole account of the mine during the last four weeks, have, moreover, been of less value than formerly, but still yield a profit over and above expenditure, which I hope will be increased again ere long.

*Oct. 27.—*I have nothing further to add to my letter by last post, in respect of this mine, except that a slight general improvement throughout the workings has been reported to me since that date. The sale on the 24th inst., of ores on joint account with buscones, amounted to \$4155 6, which is a small improvement on the preceding week.

Resistances.—The exchange at Mexico on London is likely to be a little more favourable by this packet than formerly, and I have, therefore, requested our agents to remit you a bill for 4000L, to the order of the chairman of the court, by the present packet, provided it be convenient to them to receive payment for the same by a specie remittance from hence by the Mexico conducta to leave next week. In a contrary case, the amount will be remitted to you by the following packet; and by the Tampico conducta of December, I have no doubt, a similar sum, if not more, will be forwarded in specie, out of my ways and means for shipment to the directors. J. N. SHOOLBIRD, Manager.

Note.—The Bill of Exchange for 4000L, above referred to, has been received by this packet.—London, Dec. 5.

JOHN MATHER, Secretary.

ANGLO-MEXICAN MINING COMPANY.

Guanajuato, Oct. 24.—Aunction.—During the month this mine has produced the following results:—

Memoria.	Sale.	Loss.	Profit.
Sept. 27 ... \$463 5 3	\$704 2	\$111 4 3	\$130 5 9
Oct. 4 ... 411 5 3	1084 6	—	—
" 11 ... 510 1 1	562 5	228 6 7	—
" 18 ... 491 2 6	806 5	88 0 0	—
Less	5428 2 10	—	\$130 5 9
Loss in four weeks	—	5297 5 1	—

The average weekly produce of ore was 183½ cargas, and the average price was \$435 per carga, which shows that the ores have again decreased in price. Mr. Parkman's reports (which I herewith inclose) exhibit a very poor prospect for the mine.

Sirena.—The account from the 13th September to the 11th inst. has been received; but, though leaving a profit to Mr. Parkman of \$204 9 6, it has received no participation to the company, because the profit does not reach the amount specified in the agreement, and this is attributable to the very heavy memorias.

Mr. Parkman's Report.

Sept. 27.—The buscones in this week have produced 209 cargas of ore, which sold for \$704 2. The memoria for the week being \$463 5 3, there results a loss of \$111 4 3. There is scarcely a doubt that the prices paid were very low, but this evil can only be remedied by the discovery of better ores, which shall call a greater number of purchasers, and, therefore, create competition. The sales may, I think, be restored, but to effect the desirable object, a moderate expenditure beyond the produce of the mine may be required, and, in my opinion, the interest of the company would be advanced thereby.

*Oct. 4.—*The buscones in this week have produced 196 cargas of ore, which sold for \$1084 6. The memoria of the week (\$411 5 3) being deducted from the one-half of this amount pertaining to the company, leaves a profit of \$180 5 9. There was an improvement in the quality of the ores, and also in the price paid. In the two works of a speculative nature now in progress, I estimate the expenditure at something less than \$100; thus far there has been no change of moment therein, but the prospects are such as, in my opinion, to justify persevering.

*Oct. 11.—*The buscones have in this week produced 180 cargas of ore, which sold for \$562 5. The memoria of the week being \$510 1 1, there results a loss of \$228 6 7½. The prices paid for the ore were extremely low. The speculative works in progress have not produced any positive results as yet, but from day to day I am in hopes of some discovery that may serve to cheer the present gloomy aspect of affairs in this most variable of mines.

*Oct. 18.—*The buscones have in this week produced 150 cargas of ore, which sold for \$806 5. The memoria of the week being \$491 2 6, there results a loss of \$88. In the speculative works nothing particularly worthy of notice has occurred; one of them, which has been converted into a cross-cut in solid ground, is lately giving some promising indications; of the ultimate success of these works I still entertain what appears to my mind well grounded hopes. The mine of Asuncion has passed through more discouraging, and far more expensive trials than the present.

REAL DEL MONTE MINING COMPANY.

*Mineral del Monte, Oct. 28.—*Your dispatches of the 30th of August arrived here on the 21st of October, and it is with much regret that I observe the nature of my late communications have been such as to create disappointment and uneasiness in the minds of the directors; but I am convinced it will be seen that the circumstances, which gradually tended to bring the company into the position which it has arrived at, have been beyond my control, and could not be avoided. In a great concern like this, where the expenditure will always necessarily be heavy, it is not easy to make sudden reductions or violent alterations in the general management; but I have never lost sight for a moment of the importance, and, indeed, absolute necessity, of being prepared for such mutations, but these frequently come upon us so suddenly that it is almost impossible to find a remedy at the instant. Other important circumstances materially tending to reduce the returns have occurred during the present year, which no foresight could have prevented—I allude to the sudden increase of water at Dolores and Acosta. At the former place it prevented us from following down some rich ore in the Aviadero level, and, in the latter, from following down the ore in the La Luz workings on the Santa Brigida vein, and which also made it necessary to erect an additional steam-engine on the San Pedro shaft. This engine I have now the satisfaction of stating was put to work on the 22nd inst., and is well put out of hand; it has a six-foot stroke, and draws a ten-inch bucket, and delivers twenty-four and a half gallons of water per stroke. At present she is going at the rate of twelve strokes per minute—or equal to 294 gallons—this, added to that drawn by the old engine—say, 484—makes a total of 788 per minute. The water has been lowered in the last seven days about ten varas, and the Aviadero level is nearly dry once more; I hope we shall soon reach the bottom of the shaft, and the streams issuing from the level is very large. I trust, however, it will, after a little while, abate, because it is difficult to believe that a stream so suddenly met with, can continue without diminution. The uniform results given by the barrel beneficio at Sanchez for a long time past, and comparing it with all the other processes which have been tried on the ores of this district, have fully convinced me that it is the best and safest plan to adopt, and this seems to be the general opinion of the people here, who have taken an interest in these matters; I propose, therefore, that we now exert every means in our power to proceed with care and vigour to increase the means for reducing ores by this plan; first, by making the alterations noticed in my letter of the 27th of August, at Sanchez, and following it up by commencing operations at San Antonio.

This important work, it is evident, will absorb a large sum of money; a greater part of which, however, will be for materials, such as quicksilver, salt, &c., but which only require to be laid out a short time previous to our commencing making returns. With respect to the expenditure for the necessary buildings, and erections of water-wheels, &c., I trust the mines produce will be sufficient to supply funds here. When this establishment is completed, I consider the company will thenceforward be safe, as it would enable us to reduce a large quantity of low ley ores, of which class there are an abundance, and if the returns from the azogue ores could be increased sufficiently to cover the expenditure, the produce of smelting ore might then be calculated upon as profit. In my letter, dated 26th July, you will have observed that we entertained doubt here, that the Dolores engine was capable of drawing the whole of the water from the mines on the Biscaina vein, in case the Terresos engine was suspended, and, in order to insure this, we made preparations to substitute a fifteen-inch for the present twelve-inch plunger lift; previous to making this alteration, however, the water was allowed to rise in Terresos to the level of the Aviadero, which occurred on the 7th inst., or about a fortnight after the suspension of the engine, and it is now satisfactory to state, that no difficulty is found at Dolores in keeping the water under, the engine working at about eight strokes per minute. By Captain Mabbing's letter, dated 24th inst., you will be informed of the present state and general prospects of the negotiation. It will be seen that, on the Biscaina vein, the workings of San Enrique, below the 137 vara level, east of San Cayetano, are continuing very promising and productive, and were it not that the deep workings are down to the level of the water, which obliges us to use hand pump, we should be enabled to get very good and steady returns of smelting ore. The produce of ore from this place, during the last four weeks, was 385 cargas of azogues, and 157 smelting ore; the average assays of the azogues from 15 mcs. to 16 mcs. per monton, and the smelting ore from 120 mcs. to 150 mcs.

The Santiago level, driving west of Dolores, is now a very important work, and we are pushing it with all possible dispatch; it wants still about seventy varas to reach a point opposite San Enrique workings, from whence we propose to drive a cross-cut north, through the lode, by which means twenty-seven varas of high ground will be drained. For the dry nature of the ground, and the progress of present making, we may expect this desirable and important object will be obtained in the early part of next year. At Acosta, since the new engine has been at work, the water has been lowered in the San Pedro shaft ten varas—it has, consequently, had the effect of draining a great extent of ground on the Santa Brigida vein, in the workings of La Luz, particularly the plan

of San Cayetano, from which I expect a good supply of ore for the next two months; the quantity of smelting ore, however, is very uncertain, but the azogue is abundant, and contains a very fair ley. By the statement of cost and returns for September, herewith forwarded, it will be seen that the mines' cost amounted to \$29,584; general expenses, to \$49,118. The returns from the haciendas were forty-one bars, the value of which amounted to \$47,803, showing a loss of \$1315; it should be borne in mind, however, that this month being the end of the quarter, the costs were increased, especially under the heads of general expenses, aliments, &c. We have this day commenced removing the large water-wheel at Regla, to be replaced by a new one, and to change tooth and pinion wheels of the arrastres. I hope the whole will be completed in about twelve days, when we shall immediately proceed with the work at Sanchez; and, in the meantime, I propose to go on poco a poco, taking in materials at San Antonio, such as timber, &c.; of the latter article there is already a pretty stock on hand, and as the expenditure will, for some time to come, be principally confined to labour, it will not be seriously felt.

BOLANOS MINING COMPANY.

*San Clemente, Oct. 15.—*Since my respects (17th ultimo), I am in receipt of your secretary's letter, 1st August, to which I reply.

ZACATECAS DISTRICT.—SAN CLEMENTE, SAN NICOLAS, CUCHILLA, AND MALANOCHE.—I have called all these mines by the name of San Clemente sets, because they are all worked through one road, and the ore brought up the San Clemente shaft.

Partido.—Although the quantity of ore raised is maintained, its value has declined, in consequence of the deterioration of the ores broken in the workings of San Tomas. This week, the buscones have quite abandoned this spot; and we shall experience a great falling off in the produce, until we surrender the remains of our last reserves to the buscones.

Reserves.—The points alluded to in my last were found incapable of maintaining the six pairs of hands, and they were removed to the small remaining reserve in the bottom of La Luz, which has given a fair supply of ore, though our total raising is still inferior to the weekly grinding at the haciendas. This last reserve has already begun to fail, and in order not to leave the haciendas without ore, I have put an increased number of hands, wherever the ores will support them, including the bottoms of San Fernando, where we have lately found a drain for the water, no doubt through the sinking of San Nicolas shaft.

Discovery Works.—Since the last fortnight, the ends of San Francisco and La Luz have shown signs of improvement. They lie next to each other, in a few inches width, of good ore, and we must hope that it will increase in quantity, and help to restore prosperity to these sets. The end of San Tomas continues as last advanced, with a similar strip of ore; but some weeks' work have been lost in this, on account of the high pressure of the workings; it is now driving again. The west end of Barrigona has continued broken, as well as those of San Fernando and Diana Guie. The south cross-cut from the wings of Santiago, has cut the branch we were seeking in complete deads.

Discovery Works.—Since the last fortnight, the ends of La Merell—mine of San Esperidion, I commenced this trial three weeks since on a vein branching to the south-east from the vein of San Clemente, on which the buscones had occasionally been working. The vein is now sunk about six varas, and the ore has been found gradually and continually improving, and in the bottom it is now one quarter vara wide, and of the richest value. On the week ending 4th inst., the uitworkmen filled about nine cargas, and on that ending 11th inst., will, no doubt, have twenty, which will already leave a good profit over the costs of the uitwork, and, if it should continue to any distance, and allow workings to be opened upon it, it will prove a discovery of great value. The vein is not known anywhere else.

SAN FRANCISCO DE PAULA MINE.—Partido.—There has been a further increase in the number of hands at work on partido, and, consequently, in the produce of ore, which may now be considered to average at least eighty cargas weekly for our share, the ley of which, taken at 15 mcs., will cover the whole expenses of the mine; and it is likely to increase still further, so as to leave a surplus of profit; and you will remember, that by far the best ores, and most abundant yet seen in the mine, are covered by water in the wings of Buena Suerte.

Uitwork.—The wings of San Miguel, on the Rayas lode, now close upon the 125 vara level, has this week, cut a bunch of rich ore of quarter vara in width, and precisely of the same description as that we are now breaking in the rest of the mine; the matrix also is the same, so that it is probable that the two lodes of Rayas and Veta Bella here also are united. This discovery has given increased value to the mine, and it may reasonably encourage us to hope to make up the failure of the San Clemente lodes, when the completion of the shaft permits our opening the requisite works and working with more economy. The sinking of the shaft has continued favourably till last week, since when the ground has become very hard; it is to be hoped this will not last. The total depth is now fifty-four varas. The west end of 125 vara level has given some specimens of ore, so that we need not despair of discovery in this direction. The east end of San Bonifacio continues with a narrow vein of rich ore, but its working has suffered frequent interruption, owing to the unsteadiness of the uitworkmen. In the east end of 125 vara level we have not yet reached the solid ground for the continuance of this end; the want of the shaft for the removal of the old rubbish, which fills these old workings, renders our progress dilatory and difficult; both these ends are essential to open ground for buscones.

VETA BELLA MINE.—The ore we had in the wings of San Miguel, prove permanent and of value, it will be an inducement to us to resume our trials in Veta Bella Mine at a greater depth, especially at the junction of the two lodes.

CELESTINA MINE.—The sinking of the shaft has continued favourable, but timber is still required; the total sinking, including the onsetting, is now forty-five varas. I have determined to go down with the shaft as far as possible, before cross-cutting into the lode, which would immediately inundate the shaft with water; by this means we shall sink with economy and speed, and, when we do cut the lode at a respectable depth, it will then be done conveniently and economically also. This plan will throw the trial of the lode to a more distant period; but the saving of expense will, ultimately, be very great, and the trial will be much more effective if we were to cross-cut into the lode (and the water) at thirty varas below the present water level. The expense in surface cuttings, and levellings for buildings, has still continued heavy, and will continue for another month, as we have to erect a dwelling for the manager, a store room, a carpenter's shop and yard, inclose the way into the mine, and complete the stable and other buildings.

Statement showing the General Results of the Mines and Haciendas for September.

Mines.	Profit.	Loss.
San Clemente Mine	\$209 2 6	—
San Nicolas	918 6 3	—
Malanoche	472 4 4	—
San Rafael	29 3 7	—
Veta Bella	288 4 0	—
Loreto	67 1 0	—
Santa Barbara	10 7 4	—
La Celistica	2203 1 5	—
Disputed ground	\$10056 3 5	—
Haciendas	821 4 6	—
Loss	\$10,978 0 3	\$4389 7 5
Net profit	\$6488 0 6	—

IMPROVEMENTS IN BLASTING.—The Baron de Liebhafuer, of Paris, has obtained a patent for improvement in the formation of the hole for the charge of powder in blasting rocks. Instead of the hole being perfectly cylindrical, as usual, he enlarges the lower part so as to form a chamber twice the diameter of the hole itself, by dissolving the stone with muriatic acid. To effect this, he bores a hole to the required depth; a tube is then inserted, and sealed round at its lower end, to prevent the froth, or vapours, from passing up between the outside of the tube and the hole, and thereby corroding its sides. Within this tube there is a smaller one, through which the acid passes into the hole, and the froth and vapours from the enlarging chamber up the annular space between the two tubes. The inner tube is bent up at bottom, to prevent the froth going up through it; when the hole is sufficiently large, the contents of the hole are removed, and being well washed out, and dried with tow, it is ready for the powder, which is discharged in the ordinary manner. According to the nature of the rock.

MINERAL SURVEY OF CANADA.—The report, on a Geological Survey of Canada, presented to the House of Assembly last session, and ordered to be printed, is now published, and contains matter of much general interest. The limestone formation, says the report, extends at least 30,000 square miles of the surface of the province. It abounds in excellent materials, and its quality in many places is sufficiently hard to take a fine polish, and yield a good marble. But in this vast district, we regret to say, the search for coal will not be successful. Taking into consideration the extremely moderate dip and the undisturbed condition of the strata of limestone, and the general even geographical surface of the country, and also the depth of the strata below the point at which coal formations are found, we are not warranted reasonably to anticipate the finding of any coal between the top of Lake Huron and Quebec. But of iron the quantity found in the province is likely to prove very considerable. Considering the valuable deposits of this mineral already known in Marmora, Madoc, Bedford, Hull, &c., and the deflection of the magnet over regions of great extent, it is not unreasonable to hope that a diligent search may disclose provincial beds of equal consequence of those of New York State. The deposit of gypsumiferous shale, so valuable for its gypsum salt, hydraulic lime, occupies nearly all that neck of land which separates Lake Ontario from Lake Erie, skirts the shore of the former lake through Niagara county, passes by Cayuga, York, and Paris, near Galt, on the Grand River, and turns northward towards Abbot's Head on Lake Huron. The thickness of this deposit is estimated at 300 feet. About three and a half miles below Cayuga, there is a hard solid bed of water lime, thirty feet thick. The gypsum, it appears, is deposited in detached masses, almost invariably assuming more or less of a conical shape. Adjacent to the gypsum, and indeed sometimes intermixed with it, are vast quantities of water lime. The beds worked in York and Paris are extensive, and produce excellent gypsum. This part of Canada, we are informed, extending from Galt to Cayuga cannot fail in time, from the mineral contents of the subsoil to become one of the most valuable parts of the province. An interesting discovery has been made of the existence of lithographic stone at Rama, on Lake Simcoe. It is of the best quality, and the supply is very large, which is the more satisfactory, inasmuch as this stone is only to be found in one other place in the world—Solenhofen, on the Danube—and has hith

St. ALEXANDER CONSOLIDATED.—The appearances of this mine are of the most promising character; about 180 kibbles, which will yield twenty tons of good ore, have been brought to surface from the lode, which is cut into about eleven feet, without reaching the opposite wall. Fifty pounds has already been given for shares, and parties are eagerly looking them up, as they are daily expected still further to advance.—Since writing the above, we are informed the lode improves in richness as they advance through it, and that parties have offered 100/- per share, without being able to obtain them—holders remaining firm.

EXTENSION OF MINING IN CORNWALL.—Honey-combed as the county of Cornwall is with the shafts, levels, and cross cuts of the miner, it would appear almost hopeless to task to find a corner which has not been, in some degree, productive. The neighbourhood of Boscastle has, however, hitherto not been worked to any very great extent; and we are glad to learn, from a correspondent, that considerable mineral riches may be expected here also. Several silver lead lodes are visible in the cliff, which have been inspected by practical miners, and the proprietor strongly recommended to have them worked in a spirited manner. Two drifts have accordingly been driven on the lodes, clear of high water mark, which carry lodes of fine ore from twelve to eighteen inches wide, of a very promising character. A shaft is sunk from one of these, intended to go for a twenty fathom level, and is now twelve fathoms below drift, with very little water, in firm ground. No machinery is as yet required, excepting a hand whim, and the ore can, therefore, be raised at a trifling cost. The undertaking is said to hold out favourable prospects.

WHEAL MARY MINING COMPANY.—A meeting of adventurers was held at the Bull's Head Inn, Callington, on the 25th ult., in accordance with a notice convening the same. As a preliminary to the proceedings, an objection was started by Mr. W. SNELL, to the presence of a correspondent of ours, who had been authorised to attend the meeting on behalf of a distant shareholder, who, finding it inconvenient to be personally present, had furnished him with full powers to act as occasion might require. Mr. Snell's appeal to the meeting, as to the propriety of allowing Mr. Badge to represent a shareholder, meeting the concurrence of the majority of the company, the adventurers adjourned to another room, to transact the business for which they had met. We are given to understand, as the result, that the mine was increased to 1024, instead of 256 shares, which she was previously in, and a call was declared necessary.

KINCARDINIAN MINING COMPANY.—A general meeting of this company was held at Liskeard, on the 2d inst., in accordance with notice convening the same, when a call of 1/- per share was deemed necessary to complete the erection of the steam-engine, &c. From the report read at the meeting, the most perfect confidence was restored in the minds of the shareholders that she would ultimately confirm their most sanguine expectations. Details of the meeting will be furnished in our next Number.

WEST WHEAL FRIENDSHIP MINING COMPANY.—A meeting of adventurers was held at Tavistock, on Tuesday, the 2d inst., when a further call of 20s. per share was made. The prospects of the mine were considered so promising that the company deemed it necessary to have the deed prepared immediately; the adventurers having hitherto working on a letter of license from the proprietor of the land. The mine is divided into 236 shares; dues 1-14th, term of twenty-one years. Shares have readily realised from 10/- to 11/- per share.

ROTALLACK.—In consequence of an anticipated advance of price in tin, 800/- worth has been kept back from sale, and which has prevented the payment of the usual dividend at the last account. Surely, if there were no other grounds for this proceeding than a vague anticipation of a rise, the shareholders have no cause for gratulation on the wisdom of their directors. When a mine is ready at the expected time, as the mere excuse of waiting for an anticipated rise in the price of ore is very likely to give rise to awkward suspicions, and is sure to have one injurious effect—that of lowering the price of shares in the market.

NORTH WHEAL RULEY.—This sett is about a mile square, situate in the parish of St. Juliet, near Boscastle, in the county of Cornwall, held under a lease of twenty-one years, from Messrs. Bennets, Jose, and Sewell. In one part of the sett there are two parallel east and west lodes about fourteen fathoms distant or apart from each other, with a third "caunting" them both. On the north of the two, a few fathoms have been driven just below the surface, where it is from two to three feet wide, composed of gossan, peat, and mud. A cross-cut is now being driven north to intersect the south lode, which is nine feet wide, just at its junction with the caunter. The adjacent country consists of killas, profusely interspersed with mud. In another part of the sett is a lead lode, which has been cut at three fathoms deep, and found to be six feet in breadth, composed of kindly spar, containing good stones of ore, rich for silver. The late abundant rains having saturated the land, further sinking is at present prevented. A general meeting of the adventurers is announced for the 15th inst., to be held at the Royal Hotel, Plymouth. The mine is divided into 236 shares, conducted on the cost-book system.

SOUTH WHEAL MARIA.—This sett is divided only by the narrow stream of the River Tamar from the Great Maria sett, which lies to the east. The shaft is about fourteen fathoms, and it is expected that the water will be kept with the whim to the twenty-five. The adit level progresses towards the great cross-course, which has within the last few days been cut good for lead. There are five east and west lodes, both the extreme north and south of which have been cut in the shade pits (orey lodes); and the water at present is very quick, and more power will soon be wanted. The usual monthly reports will, in future, regularly appear in our column.

DEVONSHIRE GREAT CONSOLIDATED.—We observed in our last Number on the exceedingly favourable prospects held out by these mines, and which we are not only able to confirm, but to state, that "Maria" is certainly proving one of the most extraordinary lasses either Devon or Cornwall ever had the honour of producing. The lode which we stated last week had been cut at the forty fathom level is represented in the official report, presented at a meeting on Tuesday week, to be (as far as seen) twenty-two feet wide; its south wall, not reached, worth 200/- per fathom, and adding 300,000/- to the value of the mine. A dividend, amounting to 15,860/-, part only of two months' profit, is now in course of payment, leaving several thousand pounds in hand, besides the sale of ore of last month, which amounted to 10,878/-.

EAST WHEAL TAMAR MINES.—A very important discovery has been made at Whitson; in clearing up the twenty fathom level, a leader of silver-lead ore, about twelve inches in size, was found standing in the back, producing about a ton of ore to the fathom. 16 tons of ore, raised in November, has been sold, averaging 17/- 10/- per ton. About 20 tons is supposed will be sampled for December, which will pay the costs of working.

EAST WHEAL SETON.—In consequence of the very promising indications discovered in this mine, the adventurers have determined upon erecting an engine, and it is confidently expected the copper ore in the shaft will hold in depth. The adit level is being driven on the course of the lode, and the back thereof is stoned at tattow. There is a sale next week of twenty-eight tons of ore, and the mine is divided into 120 shares.

WHEAL PROSPECT MINE, in the parish of Cardinham.—In the sixteen fathoms level three distinct lodes have been discovered, producing good stones of copper ore. 1300/- has been expended in opening the mine, and purchasing the necessary machinery for drawing the water.

WHEAL ST. CLEER.—The engine-shaft is in course of sinking to the fifty fathom level, being now about five fathoms under the forty. At the thirty fathom level the lode was found very promising; and, on driving a cross-cut a few fathoms from the forty, a good bunch of tin has been discovered. Preparations are being made for the erection of stamps, and making of floors for dressing the same. She continues to hold out the same promise that has been ever entertained of her.

SOUTH WHEAL TRELAWNEY.—The lode has been cut here six feet from the surface; it is two feet big, with a fine gossan, and spots of lead.

MEAVY CONSOLIDATED, near Tavistock.—Operations have been lately resumed on a strong ore lode, and the sett is held in great estimation in the neighbourhood; she is divided into 512 shares, which have been selling freely at 4/- 10/-.

WHEAL KERKEWICH, near Bodmin.—From the appearance and the richness of the lodes, and the nature of the stratum in which these lodes are imbedded, there does not exist a doubt with any practical miner that she will ultimately produce great profits to the shareholders, and it is anticipated that, in a short period, the further development of the lodes will warrant the same expectations.

SOUTH CARADON.—This mine, from which we regret its management will not enable us to give reports of its progress, is, we have been informed, looking better than for some months previous, and a dividend of 1280/- (profit on two months' working) was declared on the 25th ult.

WHEAL SALISBURY, near Liskeard.—A meeting of the shareholders in this promising adventure is convened for Thursday next, the 11th inst., at 2 o'clock, for the purpose of auditing the accounts and making a call; the result of the same we purpose giving in our next Number.

COPPER ORE FROM NEW SOUTH WALES.—The second packet (Capt. Walker) arrived at the London Docks on Friday, the 11th instant, from Sydney, having a valuable general cargo, with a sample of about 1000/- which copper ore is raised in that colony, and two boxes of ballion of 8 quarters.

MUSEUM OF ECONOMIC GEOLOGY.—This museum, established in Craig's-court, and supported by annual grants from Parliament, has so far outgrown the means for its accommodation, and its importance has become so fully appreciated, that the Commissioners of Woods and Forests, in whom the management is vested, have purchased thirteen houses, on which to form the site for the erection of a new and commodious building, the entrances to which will be both from Jernyn-street and Piccadilly. The spot is between Eagle-court and St. James's Church, on the side nearest the Haymarket; and for this purpose, the building materials, fittings, &c., of four houses in Jernyn-street and five in Derby-court, a thoroughfare to Piccadilly, have been sold by auction. The museum in Craig's-court is now very complete in many departments, particularly coal and stone, from all the leading mines and quarries in the kingdom.

IMPORTATION OF AUSTRALIAN COPPER ORES.

SIR.—As the ores imported from Australia, from their richness and quantity, are now attracting considerable attention, both at home and abroad, I beg leave to inquire, under what regulation they are admitted? whether they pay duty, and to what amount? if there is any distinction between Australian and other foreign ores? and to what port are they consigned? **COLONIUS.**

Holloway, Dec. 2.

[We cannot better answer the inquiry of our correspondent, "Colonius," than by giving him the following account of a parcel of Australian copper ore consigned to the house of Cockerell and Co. of London, and re-shipped to Swansea—on the metal contained in which there is a duty of 1/- per ton, but not on the rough ore. On the 15th of October, a parcel of copper ore arrived in London, per the *William Wise*, and re-shipped to Swansea, by the *Harmony*. This ore was weighed out to purchasers, 40 tons 2 cwt.—loss by water, 5 tons 2 cwt. 2 qr., dry weight 40 tons 20 cwt. 3 qr., price, 24/- 11s. 6d.—total, 1006. 19s. 9d. The produce was 282/- standard, 94s. On this, the dues paid were as follow:—Freight, 6s. per ton, and 5 per cent., 14s. 6s. 7d.; harbour dues 3d. 7d.; duty at 1/-, and 5 per cent., 12s. 16s. 8d.; bank commission, and ninety-six days' interest, 4s.; various expenses, such as landing, crushing, quarry dues, assays, weighing in and out, and sundry expenses, 15s. 19s.; and commission, 24/- 1s. 9d. total, 671. 6s. 2d., leaving as net proceeds 929. 8s. 7d. remitted by bill due Nov. 18, to which date a discount was charged of 3d. 19s. 9d.]

THE PORTS OF THE ASTURIAS.

SIR.—I have for some time past read, in the *Mining Journal*, some interesting and sensible articles on the ports of Aviles, Gijon, and Rivadella, and being interested in the matter, I have applied to my friend, Senor Zifuentes, at Gijon, for the purpose of getting facts that may be relied on. These facts I offer to the public through your very useful Journal—I beg, therefore, that you will insert my letter to Senor Zifuentes, and his answer thereto.

Infioso, Asturias, Nov. 22.

NOAH COWARD.

TO SENOR PEDRO ZIFUENTES, Gijon.

DEAR SIR.—I believe that you are well acquainted with the ports of Aviles, Gijon, and Rivadella. I shall, therefore, be much obliged if you would give me your opinion on the relative price of taking from the said ports 1000 tons of coal per day, that quantity to be put on board any vessels that you may think best calculated to secure a certain delivery to the parties ordering the same. An early answer will be esteemed a favour by

Infioso, Nov. 10. **Yours, &c.** **NOAH COWARD.**

DEAR SIR.—Is answer to your inquiry, I beg to say, that as I now find the ports, I think the following relative calculations may be relied on:—

From Rivadella 1 real.

From Gijon 1s.

From Aviles, it would be utterly impossible to get vessels under any circumstances to take away that quantity of coal at any stated time. For further information on the entrance and river of Aviles, I beg to hand you the following from the work of the justly celebrated Briggeler of the Spanish navy, Don Vicente Zellini, entitled *The Coastal Pilot of the Coasts of Spain*.—

Aviles.—To the south-west four miles; five miles further to the west of Cape Penas is Cape Negro, in the mouth of the bar of Aviles, and the intermediate coast is sloped and lost, where there are to be found the points of Arcas and Llampero with lagers, and in the creek which they form is the sandy ground of Berdicio, and follow in the coast the Cape Coronio and point of home. The river of Aviles has very little depth, and is so narrow that even coasting vessels seldom frequent it.

PEDRO ZIFUENTES.

MINING IN THE ASTURIAS.

SIR.—In your valuable journal of the 11th October last, I find two articles, dated from Gijon, one on the 21st, the other on the 24th Sept.; and as, in the latter of these, my name is exhibited to the public in very strong terms of a highly prejudicial character, I beg the favour of your inserting the following observations, which, to my friends, and those who know me, will (I expect) be looked upon as an unnecessary intrusion upon your important time,—whilst those with whom I have not the honour of an acquaintance, in the absence of some reply to such an article as the one above referred to, may carry with them impressions highly injurious to my private interest, and to that also of the company with which I have the honour to be associated.

Being the individual so prominently set forth in the one article, it necessarily follows, that I must also occupy a very conspicuous figure in the one with which I am about troubling you; but the circumstances of the case will, I trust, plead ample excuse for the steps I am taking. The letter, dated Gijon, 11th September, implies, that the writer has weighed me in his scale (which, by the way, is a very shattered instrument, in more respects than one), and thereby found me wanting in real, perseverance, intelligence, and a thousand virtues. To this, and other charges of a similar character, I shall say nothing, but the following brief memoir may speak for me,—and will, I trust, plead my cause, which to me is important in the first degree, insomuch that my character constitutes the leading feature of my "stock in trade," and that which I have been compelled to sacrifice in the course of my labours.

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Mr. Thomas read letters from Mr. May, wherein it was supposed that he attempted to alter his first agreement. "I deny that I read any letter from Mr. May at that meeting, or that I ever read a letter from Mr. May, or purporting to be from him, to any person connected with that company. He states, that 'Mr. Thomas stated to the company that he was informed that a Mr. May had actually purchased the assignment of Mr. Scoble Willerford and claimed all title to the estate.' This is most monstrous. Mr. May was the original lessor, and claimed under the title conferred by the lease. Mr. May complains that Mr. Willerford has wrongfully deprived him of the lease, and assigned it to Mr. Snell, as my solicitor, without his authority. Thus your correspondent has entirely reversed the position of these parties. Again, Sir, I charge your correspondent with reporting fully all the observations on one side, however sarcastic and unjust, and of concealing the rejoinders, however explanatory they may be. To illustrate the truth of this, I beg your attention to the latter part of his report. He therein gives a verbatim (and, I believe, a correct) statement of an attempted evasion upon my conduct, by a Mr. Morrison, "wherein he challenged my right, as the agent of Mrs. Williams, in taking this lease, to protect the interest of Mrs. Williams, by any treaty with Mr. May, without the concurrence of the shareholders generally." Your correspondent merely adds that I replied with some warmth, and that I denied Mr. Morrison's ability to prove the charge he had made. This, again, is a most unjust mode of reporting. "I listened patiently to the charge of Mr. Morrison, and when I was in reply, the chairman endeavoured to prevent my rejoinder—wishing, I presume, that the meeting should terminate with the flagellation which had been prepared "for the disturbers of their peace." But I insisted on being heard; and I declared that Mr. Morrison's compare should not go forth to the world unaccompanied by my denial of his right to call my conduct into question;—and I then referred to letters which I had, at a prior part of the day, read to the meeting; wherein I had addressed the shareholders as a body, "prior to my concluding the treaty with Mr. May," calling their attention to the subject, and requesting their co-operation—of which they took no notice. I also stated that I had written to Mr. G. W. Snell, to convene a meeting for the purpose of hearing my statement, on the 27th of June last; but to which application, and in violation of the rules of the company, a positive refusal had been given. I also stated that, on the 7th of July, I had again written to the finance committee, to appoint a meeting for the same purpose; but with no better effect. I did then cast back, and certainly with indignation, the charge of irregularity of conduct; and I conceive I fully proved, not only my right of independent treaty, but the necessity for the expedition used in purchasing the right of Mr. May. If your correspondent had intended an impartial account, he would not have omitted the whole of my justification, whether he considered it complete or not. In truth, Sir, there is not one single occurrence, which took place at the meeting, which is correctly or fairly reported. The utter confusion into which all circumstances related at the meeting are thrown, cannot be the effect of accident. Design to mislead is manifest throughout; and no man has a right to abuse your confidence, by setting before the public, through the medium of your paper, a perverted statement of any public meeting, called for purposes which I believe to be important—namely, for considering the validity of opposing claims to the estate of Lamerhoose, and for adopting the best mode of reconciling these differences.

I must, however, endeavour to bring this matter to a close. Had I not a better motive than that of allowing the public to judge between me and Mr. Edwards and Mr. Snell, I should not have occupied your columns with such lengthened statements. My object has ever been the reconciliation of differences, which are destroying a valuable mining estate, and the frustration of injurious designs, which must tend to bring mining matters into dispute. From my letters, and from the statements already published in your journal, you must be in possession of the facts of the case. First, that I agreed to take a mineral lease of Lamerhoose, upon Mr. Lethbridge assuring me his estate was perfectly free, and that he was ready to treat with me. Secondly, that, after having so done, the claim of Scoble Willerford was made, and that I then purchased the assignment of a prior lease of him for 1000. And, thirdly, the subsequent claim of Mr. May, disavowing the right of Scoble Willerford to assign his lease, and the sale or assignment of his interest to my relative Mr. Williams,—by which agreement, if Mr. May prove his title, the present shareholders are dispossessed of Lamerhoose during the currency thereof. We may, I think, in one consideration, altogether omit the purchase, through Mr. Snell, of the assignment by Scoble Willerford. Mr. Snell himself now says he did not look at it before he bought it! The question, therefore, lies between Mr. May's lease, and that now granted, upon which the company now hold their shares. Mr. May claims "an unexpired lease, yet extending eleven months, and a promise of renewal for ten years." The whole of this interest he has agreed to assign to Mr. Williams, for certain considerations,—and before he can claim such consideration, he is bound to prove his title to the estate for both these terms, embraced in the eleven months, and ten years renewal.

If Mr. Lethbridge denies Mr. May's right, (which he is bound to do, in order to justify his statement, that his estate was perfectly free), Mr. May must prove his right, through a court of law, and at great cost;—say, at a cost of 3000, or 4000; and what does he obtain? The consideration, as you will see by the agreements, which I quoted in my letter of the 28th, is 1500. Mr. May will, perhaps, say there is a further consideration; 700 shares in Lamerhoose. First, I reply, this agreement was never ratified, as can be proved. But, if this point is waived, what are the shares? "They are shares under such right and interest as Mr. May might prove to the estate, and they do not run into the present lease." And then, again, how are these shares to be obtained? If you will look at the agreement, you will find that Mr. Williams agrees "to sell" (mark the term) to sell and transfer to Mr. May 700 shares in Lamerhoose, upon receiving from Mr. May 700 shares in Copper Bottom. This is the agreement, into which Mr. Williams has entered into with Mr. May, through me, which I offer to throw into the lap of the shareholders, and for which I am vilified and denounced as their greatest enemy. Mr. May was not entrapped. I accepted his own terms, after repeatedly inquiring, if the very letter of the agreement was intended? The terms were brought to me for acceptance, already committed to writing by Mr. May, and I accepted them, considering Mr. Williams could not be injured thereby, and knowing, when accepted, the estate was under my control.

Now, Sir, I ask—what is the advantage of contesting these points? The *Railway Herald* says, "If Mr. May has any claim, let him prove it; and if he proves his claim, it is only to erect houses, and open mines, for the use of the latter lessors." That may be a certain extent true; "but is it a fair way of meeting the question?" Mr. May, it is true, has, by his agreement with Mr. Williams, tied up his own hands, but by this very agreement, he is bound to go in and prove his title, not only for the seven months, but also for the ten years beyond; for the agreement makes no division of his interest, nor is it for as much of his term as he may prove, but the consideration to be given is for the whole term. I do not say that Mr. May, having made this agreement with Mr. Williams, will ever attempt to prove his claim, unless he be obliged so to do by Mr. Williams; but policy should induce a shorter method of settling these differences, and having tied Mr. May hand and foot by his agreement, we can afford to be liberal. Where is the necessity of obliging Mr. May to prove his title? Whatever it is, it is vested in Mr. Williams. Mr. Williams will make it over to the present company, on being borne harmless. I, therefore, make this proposition to the shareholders of Lamerhoose. You see there is a balance due to the first projectors, on the first sale of shares, of about 8500; and this balance is either in the hands of Mr. G. W. Snell, your purser, or Mr. Edwards, the chairman of your finance committee. Direct the sum of 1500, to be paid therefrom to Mr. May, and that the outlay and expense of Mr. Williams (about 50.) be also paid;—and I, as the representative of one of the first projectors, to whom the balance is due, and as interested for the party yet holding upwards of 400 shares, will concur in the arrangement. I will answer for Mr. Williams, that he gives up his right; and I feel assured, that Mr. May will be too well pleased to escape from his liabilities.

I take the opportunity of making this proposition publicly, because the *Railway Herald* (the organ of the Lamerhoose committee) has falsified my former offer or proposal, because I will allow no opportunity of mis-statement or evasion, and because I mean, if the proposition be rejected on either side, to bring the discussion to an immediate issue in a court of law. Mr. Williams will immediately oblige Mr. May to prove his title to the lease and to the renewal; and if he succeeds, Mr. Williams will pay the consideration, and hold and work the estate in his own right.

With many thanks for the opportunity afforded in your columns, I remain, Sir, yours, &c. FRED. S. THOMAS.

14, Post-Office, London, Dec. 4.

VENTILATION OF COAL MINES.

Sir.—In my last letter there was an error of the press which entirely alters the impression of the fact there stated, and which I shall feel obliged if you will correct, by the insertion of this. I stated that, when a boy, I worked in a vein of coal between two rocks—one above, the other below—and that in the bottom rock (you state "top") there were cracks or cleavages open and dry; the air went down into these cracks or fissures in the bottom rock, beneath the coal, until the wind turned to one particular point, when the fire damp came up out of those fissures, and drove the colliers out of the pit. This error makes one of the greatest phenomena I ever knew, appear to practical miners as nothing out of the common way. I beg leave to tell you that I have been a mining surveyor for nearly half a century—which is, I believe, the greatest length of time that many men can boast in Great Britain. I have had a deal of difficult fiery coal mines to attend to, and have now; and several lives have been lost in a mine now under my care, before I took the management of it. But never, in my fifty years' practice, has any one individual lost his life by fire damp in any part of my management, or in any colliery under my care. What do you, Dr. Murray, Ryan, and Co. say to that? Dr. Murray may call me a fool, if he likes, or what else he pleases; these are facts, that must and will tell. I am now an old man, and must give up my practice soon; and if I am spared a year or two after I sit down at ease—a thing I never yet knew—I think about writing a book, shewing the different plans of working collieries in England, and the mode of their ventilation; and in the body of that work, I intend to copy what your scientific men have said upon the subject, and in the opposite column, my practice, in direct opposition to their ridiculous theories; and I will expose their fallacies as they deserve, not only in regard to the ventilation of mines, but their incorrect opinions on stratification—specifications of which we had, some time since, in a lecture at Leeds, by Dr. Buckland, in which he compared the earth to a "great onion bursting, and the rinds forming the rivers which flowed into the Humber;" and one by Dr. Ick, at Birmingham, in which he stated that the Dudley limestone formation was the work of the coral insect—surmises which, I think, I can show, are entirely without foundation, and contrary to common sense.—T. DEAKIN: *Blaenavon*, Nov. 25.

MINE ACCIDENTS.

Dukinfield.—J. Burgoyne was killed in Mersa. Swire and Co.'s Colliery. **Bolton.**—W. Edge fell down a pit at Little Bolton, and was killed. **Chamberlain Colliery, Oldham.**—J. Heywood was killed by a fall of earth. **Oxon Tress Vale Colliery.**—J. Mangan, roller driver, was killed in this pit. **South Tiverton Mine, St. Agnes.**—W. N. Pascoe, aged 14 years, was killed here.—It appears that, as the boy's father and W. Allen were sinking the shaft under the thirty-four fathom level, the deceased, who was at the brace, about nineteen fathoms above, tending upon them, had just drawn up a small kibble of water and landed it, when he missed his footing and fell head foremost on the spot where his father was at work.

Bishopsgate Iron-Works.—The following is the verdict of the jury, who sat upon the sufferers by the boiler explosion at these works, as recorded in last Journal.—"That the deceased, John Sudgen, and others, came by their deaths by the sudden explosion of a boiler from some cause to the jurors unknown, and that they consider Thomas Downey, the engineer, censurable for not apprising John Robson, the engineer, of the leakage in the boiler; and that John Robson censurable for not more minutely examining the engine and boiler." **Leigh, near Manchester.**—J. Baines was killed in the Bickerstaff Collieries.

WHEAL MARY MINE.—We understand that the Wheal Mary sett, formerly worked by the late Capt. Tengue, of Redruth, is about being worked again by a respectable and influential party of adventurers, and an engine is to be erected.

IMPROVED METHOD OF SHEARING MALLEABLE PLATE IRON.

SIR.—If you have room in your next journal for the accompanying diagram, you will, perhaps, do me the favour to insert it, together with the observations which I have thought requisite, by way of explanation. It will, perhaps, be as well for me to state, that in making this communication to you, my object is to contribute what little I can to the improvements of the day. Should it be thought, however, that I am assuming too much, I can only add, that my motives are not rightly appreciated. The present is an age of great improvements; and, if we are to calculate the progress of "coming years," upon the same ratio as the past, we may reasonably anticipate, that still greater discoveries will be made, than have yet developed themselves. It is frequently the case, that matters of great moment, and involving great principles, are suffered to remain dormant in the mind, till aroused, probably, by the occurrence of some trifling incident or other—thus bringing the mind to bear upon the subject with increased activity. Such remarks—at least, to a considerable extent—apply to the case before you. The diagram I have given, is one that may be considered familiar to most persons, of even a limited experience, and with such the idea may arise, that my plan develops no new principle. True, I admit this. But the application is new, cannot be denied. Other discoveries, which are simple, but yet excellent in their nature, and now in operation, may be said to involve no new principle; yet the application is such that had not previously been thought of—or, if thought of, certainly not carried into effect. The plan, now in point of question, is simple but yet effective; and if the object intended be accomplished satisfactorily, it matters not, I presume, what are the means employed.

I now proceed with a few observations upon the mode of action of the shears given in the diagram, which accompanies this.

Fig. 1.

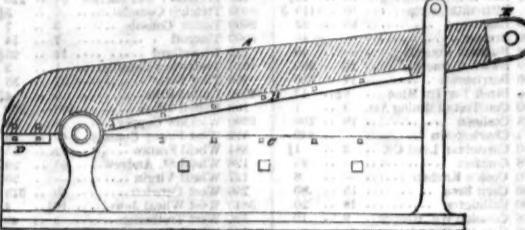


Fig. 2.

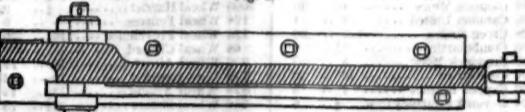


Fig. 1 is an elevated view. A represents the arm of the shears; and from its position, is ready to receive the plate requiring to be cut. The plate being properly fixed, awaits the gradual descent of the arm. The pressure, commencing at the angle point, near to the fulcrum, then acts upon the plate, and a continuous cut is obtained, taking off the whole side (or end, as it may be) of the plate at one stroke. B is the steeling, or cutter, affixed to the arm; a corresponding one is, also, attached to the bed, or frame C. D is an additional steeling, or cutter, which may be used occasionally, or for cutting scraps—thus making the shears double acting. At the extremity of the arm E, is placed a connecting rod—the lower end of which is attached to a crank, one end of the crank being fastened to a shaft, communicating with the machinery. The shaft revolves slowly, enabling the shears to make six strokes per minute. At the end of the bed, or frame C, is placed two uprights, or standards, one on each side the arm, which serve to steady the motion of the arm. It is, of course, highly necessary, that the whole of the machinery should be of sufficient strength. The steelings, or cutters, are arranged for plates twelve feet long, which will be sufficient for general purposes; but, if requisite, a greater length may be obtained.

Fig. 2 is a ground plan of the same. Having thus described the mode of action, it will now be requisite to examine such details, and ascertain what advantage is gained by my proposed shears, compared with those now in general use. We have then—Firstly, a continuous cut, securing thereby a clear even side, which is a most essential point. Secondly, the possibility of whaling the plates is obviated. Thirdly, the advantage arising from their double action, as plates of small dimensions may be sheared at every alternate stroke of the arm.

E. TALBOTT.

Brierley-hill, near Birmingham, November 27.

ON THE BEST MODE OF USING STEAM EXPANSIVELY.

SIR.—Diverse are the opinions entertained as to the best mode of using steam expansively: some maintaining that two cylinders on Woolf's principle are the best; others, again, insisting that, by cutting it off at the desired part of the stroke, and obtaining the same degree of expansion in one cylinder, is the most economical. If we take theory as our guide, and assume that metallic pistons are perfectly tight against say 80 or 100 tons pressure per square inch, there can be no question but the last position is the true one. But I have found great difficulty—nay, hitherto, impossibility—in making the generally used pistons perfectly tight against such a pressure; but, supposing that I may not have made choice of the best kind of piston, or it may not have been as accurately made as is possible, still, I feel assured, from a number of experiments I have lately made, that there is another more secret and practical evil to the one cylinder system at high pressure—viz., that condensation, and reconversion into steam, takes place in the cylinder, which, while it consumes heat, destroys much useful effect. To illustrate my meaning, I will suppose steam, of 100 lbs. pressure, on one side of the piston, and a vacuum of 12 lbs. on the other; we have, then, temperatures, varying from 341 to 141, or a difference of 200 degrees. We know that there is always a small quantity of water at the bottom of the cylinder, and on the top of the piston, when in work; if, then, on the steam coming in contact with the metal of the cylinder, it imparts its highest temperature to (we will suppose) the bottom of the cylinder, and top of the piston together, will heat more or less the sides of the cylinder; but on its being cut off from the boiler, the steam in expanding takes a lower temperature, until it at last reaches 141 degrees, or 200 degrees, less than when first entering the cylinder. But that portion of metal which the steam heated, on entering the cylinder, to 341 degrees,—and by which a portion of steam must have been condensed,—and is there in the shape of water, is ready to carry the heat away again as soon as the pressure is reduced, by being opened to the vacuum: hence, a portion of steam is reduced to water, when it should be urging the piston forward; and, when required in the state of water, is rapidly passing off to the condenser as steam, by the heat retained in the metal with which it is in contact—so that we have here an unsuspected transmission of heat to no purpose. Let none hastily condemn these views (which I have taken pains to confirm, as I could, by experiment) as too refined to be of importance in practice, without first considering how rapidly steam is condensed on coming in contact with metal of a much colder temperature, and how large a volume of steam is consumed for the production of a small quantity of water,—together with a moment's reflection of the rapidity with which water assumes the form of vapour, when in contact with hot metal, in a vacuum such as above stated, whilst it prepares the cylinder to act as a condenser to the hotter steam continually. I have no doubt but herein will be found the reason why the high pressure one cylinder expansive engine has never been found to come up to the theoretical amount of duty, when compared with those from 30 to 40 lbs. pressure downwards. Finding these serious drawbacks on the one cylinder system, I was induced to consider, if we could not obtain a better and more compact mode of using two cylinders than those in present use, which should also prevent, as much as possible, useless expansion, on the steam quitting the first cylinder, and impinging on the piston of the second. The result was the production of the simple and efficient contrivance you kindly noticed in your last week's journal. Lest some should think that, in what I have said in reference to the difficulty of getting metallic pistons perfectly steam tight, they have an admission on my part that they may imagine the practical difficulties of using steam at such pressures, my experience testifies that no such difficulties exist, as to all obstruct its utility; for we have only to use two cylinders,—and then, on this head, there exists what, to such parties, may appear better proof than mine: it is in the locomotive engines, many of which are working to pressures nearly, if not quite, as great as before stated. Now, surely there is no magic in steam issuing direct from a boiler at 20 lbs. pressure,

which, if there be not, then it is surely just as effective if it issue from the first cylinder at this pressure, wherein it hath previously done real service, into a low pressure or vacuum cylinder. But, moreover, if I can understand the ABC of a subject, on which I have said so much—in which I have spent eight years in almost daily experimenting—to which I have made myself a voluntary slave, on whom the lash of orthodox opinion, as it is called, hath been laid with less mercy, because in a more insidious manner, than ever was the lash on a poor American slave—I repeat, if I know anything on the subject, I know the system I have endeavoured to introduce, is not only the most economical, but the safest: not only would it save millions of pounds sterling, but hundreds of human lives.

T. CRADOCK.

RECENT AMERICAN PATENTS.

(From the *Journal of the Franklin Institute*.)

For an improvement in the mode of Arranging a Reciprocating Steam-Engine to turn two parallel shafts: J. H. Towne, Philadelphia.

The following is extracted from the patentee's explanation, viz.—"The engine is to have a vibrating cylinder, sustained upon suitable trunnions, through which, if desired, the steam may be admitted into the cylinder, but it may, if preferred, have other provisions for the admission of steam, which need not be described, as it is not intended to make claim to any particular manner of doing this, but to use such as are already known, or which may be hereafter devised. In my engine there are to be two piston rods in a line with each other, which rods are to pass through the two cylinder heads, each head being provided with a stuffing box. The piston rods are each to be connected with a crank at their outer ends, so that each actuates the shaft of the wheel for propelling, or for any other purpose, and causes said shafts to revolve in opposite directions. One of the connections of the piston rod with its crank is to be made by the aid of a link, or of a sliding box, admitting of a slight degree of lateral play, to prevent cramping as the cranks revolve."

Claim.—"I claim therein as new, and desire to secure by letters patent, the manner in which I have arranged the same so as to connect two piston rods, proceeding from one piston to two driving shafts, for the purpose of turning them simultaneously in the opposite direction as set forth. I likewise claim in combination with the two piston rods, the connecting of one of them to one of the crank pins, by means of a link, or some equivalent devise, allowing of the amount of the lateral motion necessary to enable both cranks to revolve with perfect freedom. I do not claim the passing of the two piston rods through the two heads of a cylinder, as in itself new, this having previously been done; but I limit my claim to the combination and arrangement by which I effect the object that it was the purpose of this invention to accomplish, as set forth, and applied to the vibrating cylinder steam engine."

For improvements in the apparatus for Working a Vertical Forge Hammer; George E. Sellers, Cincinnati, Ohio.

The essential feature of this invention is, for working the hammer by means of two rollers, that receive motion from a steam engine, or other motive force, one of which has its bearings in permanent, and the other in movable boxes connected with a toggle-joint or other lever, so arranged as to force this roller towards the other, and grip a square rod on the hammer to lift, and then separate them to liberate it—the toggle-joint lever being connected with the roller by means of a powerful spring; and the mechanism that operates the toggle so arranged as to enable the attendant to regulate the play of the hammer at his discretion, to strike a light or heavy blow, as the condition of the iron may require.

Claim.—"What I claim as new, is the manner of operating upon the lifting rod by means of the friction drums, one of which is made to advance to, and to recede therefrom, by being placed on a sliding frame, which is operated upon by a toggle joint, under an arrangement of parts substantially the same rated upon by the lines and chains attached to the said levers, substantially with that herein described. I also claim the manner of arranging the respective levers, the catch, the cam wheels, and their appendages, so as to be operated upon by the lines and chains attached to the said levers, substantially as described. And I do hereby declare that I do not intend by these claims, to limit myself to the precise form and disposition of the respective parts of said machine, but to vary these as I may think proper, whilst I attain the same end by equivalent means."

For an improvement in Water-Wheels; James Gardner, South Lee, Berkshire County, Massachusetts.

Claim.—"What I claim as my invention, is the manner in which I construct my water wheel—that is to say, the form of the buckets having two distinct curves, one of the curves projecting beyond the periphery of the wheel into spiral shutes; the curves on the face and back of the buckets corresponding; and in combination therewith the openings in the bottom of the spiral shutes for the discharge of the water."

For an improvement in Railways; Wm. M. C. Cushman, Albany, New York.

This improvement is for capping cast iron base rails with wrought iron in manner to protect the sides of the base rail, and prevent the rails and caps, at the junctions, from moving out of the proper line. **Claim.**—"I am aware that cast iron base rails have been capped with wrought iron rails, and therefore I do not claim this as my invention; but what I do claim as new and desire to secure by letters patent, is connecting the cap rails with the base rails, by means of a fillet, flaunch, or rebate, as described, so that by breaking joints the base and cap rails will be retained in their proper lines at the joints, and the cap rails may be extended up to or beyond the inner edge of the base rail, and thus prevent the flanges of the wheels from acting against the base rail."

For a Composition of matter for Lubricating the Rubbing Surfaces of Machinery; Increase S. Hill and Joseph Dixon, Boston and Taunton, Massachusetts.

The patentee says, "Our composition consists mostly of zinc, (which as is well known belongs to the class of cheaper metals,) hardened by being compounded with what we denominate a hardening composition. This latter composition is formed of the following metal, mixed in a state of fusion in the proportions hereinafter specified, viz. fifteen parts of tin to thirty-five parts of copper. This composition in a state of fusion is to be mixed with molten zinc and tin,

Current Prices of Stocks, Shares, & Metals.

STOCK EXCHANGE. Saturday morning, Decr. 5.

Bank Stock, 300	2	Russian, 5 per Cent., 111 19
3 per Cent. Reduced Ann., 90	1 1 1	Spanish, 5 per Cent., 28
Console for Account, 94	1 1	Ditto, 3 per Cent., 37
Exchequer Bills, 16 18 pm.		Brazil, 5 per Cent., 78
Belgian, 41 per Cent., 93 5		Chili, 3 per Cent., 36
Danish, 3 per Cent., 86		Colombia, 6 per Cent., 16
Dutch, 24 per Cent., 59 1		Mexican, 5 per Cent., 30 1 30 1
Portuguese, 3 per Cent., 58		Peru, 6 per Cent., 34

THE SHARE MARKET.

MINES.—A re-action, we are happy to observe, is evidently taking place in the mining share market, and an unusual degree of prosperity marks the progress of a very large number of mining undertakings. On referring to our share lists for the last few weeks, it will be seen that a general improvement has been gradually taking place; holders of shares have remained unusually firm, and no mining shares have been offered at the auction sales, at the Hall of Commerce, for some weeks. It is rather a singular circumstance, that at Mr. Carne's fourth sale of shares at Plymouth, mine shares realised excellent prices—while in railways no sales were effected. We give in another column reports from Mexico, which are in general satisfactory, particularly the United Mexican Company, who have received a considerable remittance (4000), and another equal, if not larger, sum promised by the December Tampico contracts. A gradual, but evident, improvement is taking place in mining property, which we trust will be of a permanent character, convinced that with capital rightly directed, backed by energy, perseverance, and well-judged economy, it is a most legitimate and profitable investment for capital.

RAILWAYS.—As we stated in last week's Journal the grand test, or reckoning day, as to the stability of the numerous railway schemes intended to be applied for during the ensuing session of Parliament, was looked forward to with the greatest anxiety from one end of the country to the other, not only by money-making jobbers and headless speculators, but the public in general, as the late panic had produced a universal feeling of mistrust among all classes in the investment of their money in railway shares or scrip.

The day has passed! and the market has once more assumed that healthy and stable appearance, without which business never can be conducted with honour and security to a great commercial and monetary nation like England, where such vast and important interests are at stake. The favourable news received by the last American packet as to the amicable settlement of the differences existing between this country and the United States—the opening of the ports for the importation of foreign corns—and the early meeting of Parliament in the first week of next month for the dispatch of business, to take into consideration the repeal of the obnoxious Corn Laws, have produced a new stimulus in the share market, and some extensive transactions have been entered into, not only in the City, but at Bristol, Manchester, Liverpool, Leeds, Glasgow, &c., the paying lines, and even in some of the new ones, although with great caution; on the whole, the share markets throughout the kingdom have not had for a long time past a business like an appearance, and shares in general are on the rise. There is very little doubt that, during the next session, there will be some stringent regulations respecting railway schemes and railway management, that will be highly beneficial to the public, and prevent the recurrence of what has passed. To give some idea of the rush of business, which must have occurred among the lawyers and other *empêcheurs*, to get their bills, &c., deposited within the period necessary, we give the following enumeration of the various lines, place, sections, and towns of reference, which were deposited with the Board of Trade up to twelve o'clock on Sunday night last, and which is stated to be a correct register as far as the returns have been made, but it appears that there are 370 to be added. The number published is 400 English lines, branches, and junctions; 13 Scotch and 53 Irish—making a total of 355. Of this number 4 are new lines in connection with Birmingham, 47 Cheshire lines, 16 Devonshire, 23 Essex, 11 Kentish, 67 Lancashire, 37 Lincolnshire, 36 Lancashire, 12 Nottingham, 23 Suffolk, and 19 Irish southern lines. Notices that application is intended to be made to Parliament in the ensuing session, on behalf of the following, appeared in the *Gazette* of last Tuesday—viz.: Buxton, Macclesfield, Congleton, and Crewe, Buckinghamshire Railway, Oxford and Bleasdale Junction, Birmingham and Bristol (Malvern Line), Derby, Mansfield, Worksop, and Great Grimsby, and Sheffield Junction, Midland Railway, Easton, Newark and Gainsborough Railway, Midland Railway, Nottingham and Mansfield branch, ditto Burton-upon-Trent to Derbyshire. While the question is raised, whether the Government will allow railway deposits to be paid into the Accountant-General's hands in the shape of securities, which should perform, for the time, the office of money, a very strong feeling is expressed on the subject by many persons in the City, whose opinions on the subject are worthy attention. As a check against bubble schemes these deposits are required; there has been no doubt as to the intention or meaning of the Legislature, and now, because some parties are likely to feel an inconvenience, in consequence of the regulation, an attempt is made to upset a firmly established principle. There has been a fall in Exchequer Bills within the last few days, and they are now so little above par there seems no alternative left to the Treasury but to give a higher rate of interest for the issue of these, which is to take place in March. There are some parties in the City who ascribe the fall in Exchequer Bills more immediately to sales being effected by railway companies, who have held them as a temporary investment, and are now preparing for their deposit; but it is of little consequence from what cause the depression is produced, for the true policy on the part of Government is to maintain them above par, and more so than they have been quoted at this week. To the various railway companies who have lately held them, the loss must have been very considerable, as they ranged during August, September, and part of October, between 40s. and 50s. per cent. and are not only quoted 11s. to 13s. per cent. Money is easily to be obtained in the City, so the speculators, who have good security, can always meet their calls in case of need. The following are a few of the railway arrangements:—The Brighton and Cheltenham, and the Nottingham and Gainsborough Railway Companies it is proposed shall be wound up, and the remnant of the deposit repaid to the shareholders. The Newport and Pontypridd Railway have purchased the canal, and contracts for works are to be advertised in the course of next month. The East Lancashire Company is to amalgamate with the Blackpool and Preston Railway, and the directors have also confirmed an agreement entered into between the promoters of the Liverpool, Ormskirk, and Preston Railway, and should the Liverpool, Ormskirk, and Preston obtain their bill, that line is to be united with the East Lancashire. The directors of the North Union Company have agreed to transfer that line to the Manchester and Leeds and York Junction Companies, in consideration that on one portion of their stock they receive a 10 per cent. dividend per annum, and on the other portion a 7 per cent. The South-Western Company has agreed to lease in perpetuity, at 51 per cent. per annum, the Exeter, Yeovil, and Dorchester, the London, Salisbury, and Yeovil, and the Cornwall and Central Devon, should these companies obtain their Acts. The Lancashire and North York Company have amalgamated with the Liverpool, Manchester, and Newcastle Junction. The Blackburn, Darwen, and Bolton, an existing railway, has also been amalgamated with the contractors of the Ashton and Hastings Railway to complete the line of communication between the former town and by the course of the ensuing eight months.

The line from York to Hull, via Pickering and Beverley, which was promoted by the Manchester and Leeds Company, has been given up, and a similar one projected by Mr. Hudson, M.P., and the North Midland is to be made, and to receive the support of both companies. (Mr. Hudson has most generously granted a free passage in third-class trains for all shipwrecked seamen passing to the north, and has received the thanks of the Shipwrecked Fishermen and Mariners' Benevolent Society.) The Great Welsh Central have informed their shareholders that their plans will not be ready to deposit for next session, but the line will be carefully surveyed, and an application made for an Act in the session of 1847. The Brighton, Dorking, and Arundel Atmospheric, issued their letters of allotment yesterday week, and they state that they shall not call for the deposits until the plans are lodged, and they guarantee that not more than 7s. 6d. per share shall be expended without the consent of the shareholders. They also state that the deposits upon 5000 shares allotted to the provisional committee, have been paid up; had other provisional committees acted with equal openness and integrity, their lines at the present time would not have been in such disarray. It appears that the Dudley and Birmingham Junction Railway project has been abandoned, and much to the credit of the promoters, that the whole of the deposits are to be returned without any deduction whatever. The Manchester and Milford Haven directors, having found the difficulty of securing the services of surveyors, rendered it impossible to complete the plans and sections, and the directors, under the circumstances, determined not to press forward operations, and have announced that they shall postpone application until the session after next. In the meantime, the shares have been allotted, and a call of 2s. 6d. made in the first instance; to the remaining deposit of 21, 10s. not to be called for until the company is prepared to go to Parliament. The works on the Ashton, Thame, and Canterbury branch, rapidly approach completion, and will, in all probability, be opened on the 1st of Jan. Those of the Brighton and Chichester, between Worthing and Chichester, are proceeding with the utmost expedition, and the company are in expectation that the entire line will be completed in the course of the ensuing spring. The operations in forming the Brighton, Lewes, and Hastings line, are proceeding with despatch. Foreign shares have been, on the whole, improving.

The following is the increase for the twenty-one weeks in the present half-year on the following lines, as compared with the corresponding period of 1844:

Chester and Birkenhead	2,2810	Manchester and Birmingham	2,178,96
Eastern Counties	3,2564	Manchester, Bolton, and Bury	1,597
Edinburgh and Glasgow	1,1352	Manchester and Leeds	2,0488
Glasgow, Paisley, and Ayr	1,857	Midland Company	6,3098
Glasgow, Paisley, and Ayr	5,396	North Union	3,012
Great Western	3,5209	Preston and Wyr	4,801
London and Birmingham	1,05163	Sheffield and Manchester	1,1025
London and Brighton	1,6299	South Eastern	4,1149
London and South-Western	1,1860	Ulster	1,611

* Including Bristol and Birmingham.

LEEDS, THURSDAY.—We have had better markets during the week than for some time past; stock is not pressed upon the market, and sellers are firm at daily advancing rates. The depression and panic of the last month have only confirmed the opinion we have expressed at various times, as to the consequence of the enormous speculations indulged in during the months of July, August, and September. Now that the crisis has passed, a re-action is inevitable; but, we apprehend, we should be too sanguine if we were to indulge for the present any expectation of a return of prices—prices more particularly—to within many degrees of their former level; at the same time, we believe, really good and *bona fide* schemes will be no longer confounded with the mere bubbles of a day, but will command a proper value in the market. It has rarely been the case, under any circumstances, that the dividend-paying public stocks have remained for any length of time at such a price as to pay purchasers more than 5 per cent. Nothing, therefore, we suppose, but the great scarcity of money can have induced holders to sell Manchester and Leeds (5th) at 7 premium; Manchester and Bury at 60%; Manchester and Leeds at 125%; Great North, 40% to 47%; Hull (halves) at 14% premium, or Trent Valley at 11% premium; the last with 10 per cent. guaranteed on 20s., the first paying 5 per cent. to 12% premium, and the others, 5 per cent. or more, at the above rates. Prudence and caution on the part of speculators will do much to restore confidence, and, in the absence of further unfavourable intelligence from America, we look forward to a better state of things.

R. B. WATSON, TOOTAL, & BARFF.

HULL, THURSDAY.—Prices during the week have been little more than nominal. Yesterday and to-day, however, a decided improvement has taken place, and the demand for all the sound stocks is good.

MESSES. WICKHAM'S SALES BY AUCTION.—MONDAY.—Buckinghamshire (42s. pd.), 40s.; Dublin and Enniskillen (52s. 6d.), 41s.; East Lincolnshire (50s.), 50s. 6d.; Gloucester and Worcester (42s.), 42s.; Metropolitan Junction (52s. 6d.), 48s.; Great Kent Atmospheric (48s.), 57s.; East Indian (5s.), 24s.; Great Western of Bengal (5s.), 7s. 6d.; Great South-

ern and Western—Ireland (7s.), 10s.; Trinidad (50s.), 41s.; Lancaster and Carlisle (50s.), 51s.; Great Indian Peninsula (5s.), 7s.; Nottingham and Boston (7s. 6d.), 33s. 6d.; North Staffordshire (42s.), 10s.; Lynn and Ely (10s.), 10s.

THURSDAY.—Atnagagh and Fertagh (27s. 6d. pd.), 26s.; Boston, Stamford, and Birmingham (50s.), 28s.; Direct Western (37s. 6d.), 31s.; Essex and Suffolk (37s. 6d.), 17s. 6d.; Gloucester, Abergavenny, and Central Wales (37s. 6d.), 25s. 6d.; Isle of Man (40s.), 41s. 6d.; London, Hounslow, and Western (40s.), 23s. 6d.; North Staffordshire (32s.), 10s. 6d.; Northumberland and Lancashire Junction (42s.), 36s.; Rugby and Huntingdon (40s.), 37s. 6d.; Scotland Central (150s.), 22s.; Shrewsbury and Wolverhampton (55s.), 46s.; Barbadoes (50s.), 16s.; Dutch Rhineish (100s.), 14s.; East Indian (5s.), 23s. 6d.; Great Western of Bengal (5s.), 10s.; Trinidad (50s.), 41s.

MESSES. LAMOND'S SALES BY AUCTION.—TUESDAY.—Calculta & St. George's Point (7s. 6d.) 10s. 6d.; Dunstable, London, and Dublin (10s.), 10s.; Great Indian Peninsula (5s.), 7s. 6d.; Irish North Midland (7s. 6d.), 15s.; Boston, Stamford, and Birmingham (22s.), 19s.; Northampton, Banbury, and Cheltenham (40s.), 40s.; London and Manchester-Restrict (10s.), 7s.; North Staffordshire, Churnet, and Potteries (42s.), 10s.; Lynn and Dereham (10s.), 10s.; Shrewsbury and Birmingham (50s.), 68s.; London and York (50s.), 30s.; London and Blackwall—new (30s.), 6s.; Cornwall (100s.), 7s.; Scottish Midland Extension (30s.), 29s.; Great Western of Bengal (5s.), 10s.; Jamaica Junction (20s.), 10s.; ditto South Midland (20s.), 32s.; Newbridge (25s.), 45s.

FRIDAY.—Metropolitan Junction (52s. 6d. pd.), 40s.; Dudley, Madesley, Broseley, and Shropshire (50s.), 42s.; Caledonian Extension (50s.), 50s. 6d.; Great Kent Atmospheric (50s.), 40s.; London and Windsor (30s.), 14s. 6d.; Great Western of Bengal (5s.), 10s.; North Staffordshire, Churnet, and Potteries (42s.), 10s.; Lynn and Dereham (10s.), 10s.; Shrewsbury and Birmingham (50s.), 68s.; London and York (50s.), 30s.; London and Blackwall—new (30s.), 6s.; Scottish Midland Extension (30s.), 29s.; Great Western of Bengal (5s.), 10s.; Jamaica Junction (20s.), 10s.; ditto South Midland (20s.), 32s.; Newbridge (25s.), 45s.

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THE MINING JOURNAL, AND

RAILWAY SHARE LIST.

RAILWAYS.

	Paid	Price	Fluctuation during week
Aberdeen	25	4 5	
Armagh, Coleraine, and Portrush—25 shares	11	1 1	
Birmingham and Gloucester—100 shares	100	124	123 24
Ditto, New issue, 7s. due—25 shares	173	304	29 3
Birmingham and Oxford Junction—200 shares	3	3	—
Brighton, Lewes, and Hastings—50 shares	20	—	—
Bristol and Exeter—100 shares	70	75	70 60
Ditto, New—33 1/3 shares	2	45	45
Bristol and Gloucester—50 per share	30	52	52 55
Caledonian—50 per share	5	75	61 152
Ditto Extension—50 shares	30	21	21 21
Cambridge and Lincoln—25 shares	18	24	24 24
Canterbury and Dover	10	—	—
Cheltenham and Oxford	—	—	—
Chester and Holyhead—50 shares	18	14	14 14
Chester and Brightton	20	—	—
Clydevalley Junction	—	—	—
Cork and Killarney—50 shares	21	2	—
Cork and Waterford—25 shares	18	14	14 14
Coventry, Nuneaton, Birmingham, and Leicester—20s. 6d.	10	—	—
Cornwall—50 shares	2	2	2 2
Direct Northern—50 shares	1	—	—
Direct Norwich—50 shares	1	—	—
Direct Manchester (Bennington's)—30 shares	24	—	—
Dublin and Belfast Junction—50 shares	24	6	6 7
Dublin and Galway—50 shares	4	4	34 4
Dundalk and Enniskillen—50 shares	24	—	—
Eastern Counties—25 shares	141 165	151	148 192
Ditto New—25 shares	61 165	12	114 134
Ditto Perpetual—No. 1, 6 1/3 4s. 4d. shares	61 125	7	—
Ditto, No. 2, 6 1/3 4s. 4d. shares	21 134	21	21 22
East Dereham and Norwich	1	—	—
Eastern Union—50 shares	20	14	—
Ditto Extension—25 shares	15	—	—
East Lincolnshire—	14	9	15 21
Edinburgh and Glasgow—50 shares	50	65	62 64
Ditto 4 shares—13 1/2 shares	194	27	—
Ditto New 4 shares—13 1/2 shares	5	84	84 84
Edinburgh and Northern—25 shares	5	5	4 5
Edinburgh and Perth	14	—	—
Enniskillen and Sligo	24	24	24 24
Exeter, Yeovil, and Dorchester—50 shares	21	—	—
Gloucester, Abergavenny, and Central Wales—25 shares	1	1	11 11
Grand			

RAILWAYS—continued.		642	rice.	Fluctuations During week
West End and southern Counties	50 shares	21	2	—
West London, old shares	20	2	—	—
Welsh Midland	20 shares	21	2	14 24
West Yorkshire—50 shares	24	2	—	—
Wexford and Carlow	24	3	24	3
Wiltshire, Somerset, and Weymouth—50 shares	24	3	24	3
Worcester, Shrewsbury, and Crewe Union	15	—	—	—
Yarmouth and Norwich—20 shares	20	27	—	—
Ditto New—20 shares	14	24	2	21
York and Carlisle	28	2	—	—
York and North Midland—50 shares	50	102	102	105
Ditto 4 shares—25 shares	25	52	51	52
Ditto Scarborough Branch—25 shares	25	50	46	50
Ditto Selby—50 shares	20	67	63	67
Ditto Extension—25 shares	5	26	20	26

FOREIGN RAILWAYS.

		8	7	8
Boulogne and Amiens—200 shares	2	—	—	—
Bordeaux and Mediterranean—20 shares	2	—	—	—
Bordeaux and Toulouse (Mackenzie)—20 shares	2	12	12	12
Bordeaux, Toulouse, and Cetto (Egapale)—20 shares	2	12	12	12
Central of Spain—20 shares	2	—	—	—
Dordogne Valley—20 shares	2	—	—	—
Dijon and Mulhouse—20 shares	2	28	28	28
Dutch Rhineish—20 shares	5	78	78	78
East Indian	4	12	12	12
Great Northern of France (constituted)	4	12	104	12
Great Paris and Lyons—20 shares	2	21	21	21
Jamaica and South Midland Junction—200 shares	1	21	21	21
Jersey	1	—	—	—
Louvain and Jemeppe—20 shares	4	2	14	2
Lyon and Avignon—20 shares	2	—	—	—
Luxembourg	2	—	—	—
Namur and Liege—20 shares	4	21	21	21
Orléans and Vierzon—20 shares	10	15	134	15
Orléans and Bourges—20 shares	6	10	9	10
Over Yssel—200 16s 6d shares	47 24 4d	24	—	—
Paris and Lyons (Laflite)—20 shares	2	24	15	24
Paris and Lyons (Ganneron's)—200 shares	2	2	2	3
Paris and Lyons (Calon's)—29 shares	2	2	2	3
Paris and Strasbourg (Ganneron's)—20 shares	2	2	12	2
Ditto (Comptes de l'Est)	2	14	14	14
Paris and St. Quentin—20 per share	2	—	—	—
Paris and Orléans—20 shares	20	46	—	—
Paris and Rouen—20 shares	30	352	354	37
Royal North of Spain—20 shares	2	—	—	—
Rouen and Havre—20 shares	16	27	26	27
Sambre and Meuse—20 shares	6	41	38	5
Strasbourg and Bâle—14 shares	14	10	—	—
Tours and Nantes (Mackenzie)—200 shares	2	41	—	—
Ditto (Léobrère's)—20 per share	2	16	15	24
Verona and Ancona (Italian and Austrian)	3	9	—	—
West Flanders	4	21	21	31

LATEST CURRENT PRICES OF METALS.

LONDON, DECEMBER 5, 1845.

	£	s	£	s	d		£	s	£	s	d
IRON—BARS—Wales	ton	9	9	5	0	TIN—Com. blocks	ton	5	3	5	0
" London	9	15	10	6	0	" bars	ton	5	4	5	6
" Rail rods	0	0	10	10	0	Refined	ton	0	0	5	10
" Hoop (Staf.)	11	5	11	10	0	Straits	ton	0	0	4	13
" Sheet	0	0	12	10	0	Bancs	ton	0	0	4	15
" Bars	0	0	11	0	0	TIN PLATES—Ch. IC, box	ton	1	14	1	15
" Scotch pig & Clyde	0	0	3	15	0	" IX, box	ton	2	0	2	1
" Rails	0	0	12	0	0	Coke, IC	ton	1	9	1	10
Russian, C.N.C.	0	0	15	10	0	" IX	ton	1	15	1	16
" P.S.I.	0	0	16	0	0	LEAD—Sheet	ton	20	0	30	5
" Goueffic	14	5	14	10	0	Fig. refined	ton	0	0	31	0
" Archangel	13	10	13	15	0	" common	ton	0	0	19	0
Swedish iron on the spot	0	0	12	0	0	Spanish, in bld.	ton	0	0	18	10
" Steel, forg.	0	0	15	15	0	American	ton	0	0	17	15
" keggs	15	5	15	5	0	SPELTERS—(Cake)	ton	21	5	21	10
COPPER—Tin fl.	0	0	92	0	0	ZINC—(Sheet) m export.	ton	0	0	30	0
Tough cake	0	0	93	0	0	REFINED METAL—ton	0	0	7	2	6
Best selected	0	0	96	0	0	Discount 2½ per cent.	ton	0	0	31	0
Ordinary sheets, 16s	0	0	0	102	0	Discount 3 per cent.	ton	0	0	32	0
" bottoms	0	0	0	112	0	Discount 3½ per cent.	ton	0	0	32	0

a Discount 2½ per cent. c Discount 2½ per cent. d Ditto 2½ per cent. e Discount 3 per cent. f Ditto 3 per cent. g Net cash in bond. h Discount 3 per cent. i Net cash in bond. j Discount 3½ per cent. k Net cash in bond. l Discount 4 per cent. m For home use it is 32½ per ton.

[From our Correspondent.]
IRON—Prices the same as in last week's *Mining Journal*, and the market appears firm. Scotch pig rather more in demand.

COPPER—In fair demand at quotations.

TIN—English rather unsettled; some quoting common block at 10s., and others at 10s.; the stock is still very low. Banca and Straits looking up, and some holders ask 2s. to 2s. 6d. beyond our quotations.

TIN PLATES and LEAD continue steady at last week's prices.

(Communicated by Messrs. Whitcomb and Burton, Old Broad-street.)

English iron continues firm, and the demand has been rather more active during the past week. Scotch pig-iron flat; sales made at 7s. and 7s. 6d. cash. In Staffordshire pig-iron nothing doing. English copper exceedingly firm and in steady demand for home consumption.—Lead is improved, and a good business doing at quotations.—English and foreign tin are held for higher prices, and stocks very moderate.—Tin plates are in more request, with every prospect of a further rise.—In other metals nothing to remark.

THE METAL MARKET.

TO THE EDITOR OF THE MINING JOURNAL.
Sir.—The approaching close of the year, prompts me to lay before you a general view of the market, preparatory to the larger and more detailed statements that may be expected at the opening of the new year. In executing this purpose, I certainly feel no small pleasure in the anticipation of an early and continuous improvement in the value of our great staples, which, considering the great advances that they had all made previous to the recent frightful panic in the money market, have one and all, not excepting the grain article for operations, iron, exhibited a strength that could only be produced by actual demand, and comparative scarcity.

IRON has certainly shown remarkable fluctuations of price, brought about, however, by perfectly natural, although doubtless even extraordinary, causes. Money has been lost and won to a wonderful extent; the operators for a rise having occasionally failed, on account of a want of sufficient temporary support; but during the whole year, I am free to assert, that, compared with prices to which we have been accustomed of late years, British pig-iron has attained an unbroken value, still, even at the highest, it has not reached a rate to which it is entitled. This state unreservedly and disinterestedly, supported by the facts, that although necessarily a great many crude schemes for railroads, notorious for their absurdity, will shortly be swept away, to be remembered only by the miserable dupes who have been tricked out of their hard cash, by the delusive statements of the longer headed and designing; yet sufficient railroads of good sterling importance are projected in this country alone, many of them taken up by the old standing companies, not the least important are those extensions of the London and Birmingham, and Great Western, and will be carried out successfully, to ensure that there cannot arise for a want of demand sufficient to take off any additional make that can possibly accrue, as well as to tend to create a scarcity of labour, available for the raising of coal and ironstone, that the importance with which the eyes of the continental railroads is now invested, is stirring them up to great exertions to extend the advantages of it throughout their several dominions. It is well known, they must come to England and Scotland for iron, and we too, including Ireland, shall be called on to furnish labour, still tending to advance the cost of raising the minerals from the earth here. Already they are operating quietly, taking the sensible view of the matter, and considering that there exists a possibility of a slight reduction, yet the readiness with which all parcels actually deliverable are taken off for immediate consumption, proving that whilst the state of the money market prevents speculations, there is nevertheless a positive necessity of purchasing; it is a great deal more likely that higher rates must rule at an early date; France, Germany, America, even Russia is in the market, and each for a considerable quantity. The fact is, that the money market may for the moment impede the natural tendency of the market for this metal, but eventually the circumstances connected with it must now sweep away every obstacle, and the price will be higher than we have known it for years. The present value is nominally 7s. for Scotch pig, but it has been done at 6s. 6d., which I certainly do not think is as low as it can go. Welsh pig has been sold at 10s. Railway bars at 11s.

SWEDISH STEEL is very dull of sale at 15s. per ton, with a heavy discount.

QUICKSILVER, with a large stock, remains unaltered in price; 4s. 6d. per lb.

TIN has occupied a prominent position since the great operation in the spring, and with a constant steady demand, has advanced gradually and firmly from 6s., for Banca to 9s., at which the demand continues unabated. British is also readily taken off at 10s. for blocks; other descriptions in proportion. Straits, 9s., and no possibility of lower prices at present.

TIN PLATES have as usual followed the vagaries of the iron market, and to a certain extent, the observations applied to one, are applicable to the other. Charcoal, IC. 34s.; Coke, IC. 29s., per box. Other sorts in proportion.

LEAD continues flat; buyers wanted at rather less than 21s.

LEAD is improved and improving, 19s. being the nearest price per ton, whether British or Foreign.

COPPER is in active demand at steady prices—16s. 92d.; sheet, 10s. tough cake, 93d.

C. ROBERT NOOTE, 65, Old Broad-street, London, Dec. 4.

EXPORTS OF METALS TO INDIA FROM LONDON AND LIVERPOOL, FOR THE FIRST ELEVEN MONTHS OF 1844 AND 1845.

Metals.	1844.	1845.	Decrease in 1845.
Copper	5546	3822	2724
Iron, British	28750	11050	17700
Ditto, foreign	2913	933	1980
Tin plates	16047	10311	5736
Lead	2183	917	1266
Steel	1634	1583	51
Quicksilver	1312	238	1674

GLASGOW PIG-IRON TRADE, DEC. 2.—This has been a very dull week—the money pressure entirely regulates prices; and it not only continues but increases—the consequence will be a further depression. Several thousand tons were offered to-day at 7s. 6d. cash (say ten days), and 1000 tons sold at that price. Accounts from America are more favourable; and, but for the distrust occasioned by reported failures in this city, the above might have been considered as a fair rate. We quote the prices to-day at 7s. to 7s. cash.—*Glasgow News.*

WEARDALE MINES.—Mr. George Crawhall, of Newhouse, mining agent to T. W. Beaumont, Esq., has been presented, by the sub-agents and miners, and gentlemen of Weardale, on his retirement from office, with a handsome silver tankard and salver, value 115*l.*—in token of the esteem entertained towards him during the long period (twenty-eight years) he had conducted the mines of Mr. Beaumont and his father, in the parishes of Stanhope and Wolsingham.

MINING IN SOUTH AUSTRALIA.—No less than 140*l.* was paid on Saturday on account of the balance of the first call of

and are highly spoken of. Boscastle, a locality not hitherto much noted for mineral research, is likely to emulate the busier districts of Cornwall; some silver-lead lodes having been discovered in the cliffs, the proprietor has granted a lease of the seat, and a level has been driven into the vein, from which a shaft has been sunk, with very good prospects. In the lead districts of the north, all is bustle and activity, and, turn which way we will, mining adventure is rapidly emerging from the cloud in which it has for several years been enveloped. A wide field of wealth is opening, asking but enterprise and industry for its development, and, what is so necessary to render these advantages available, the public mind is becoming awake to their importance, and a corresponding amount of capital is almost daily flowing into this channel, from which the greatest results may, with perfect justification, be anticipated.

In another column will be found the report of the directors to the proprietary in the Peninsular and Oriental Steam Navigation Company, and the results show what perseverance, with capital directed in a proper channel, will effect. The net profits for the twelve months ending 1st of October, 1845, exceeded those of the former year by 17,922.; they have now constructing nine vessels, of the collective tonnage of 9575 tons, and 3490 horse-power, which, when completed, will place the company in possession of an efficient fleet of twenty-five sea-going vessels, representing 25,928 tons, containing machinery of 8754 horse-power, besides the smaller vessels employed in Egypt, consisting of two steamers on the Nile, and an iron steam tug on the Mahmoudi Canal. This successful result of the company's operations, and the position of their finances, with the expressed intention of the directors to pursue the most prudent course, by providing reserve funds for insurance and wear and tear, insure the fullest confidence in the future success of the undertaking. A dividend at the rate of 7 per cent. per annum was declared.

The liabilities of applicants for shares, holders of scrip, and shareholders in the several railway projects, cannot, at the present moment, be too fully discussed, nor the legal questions, which may arise by the claims of parties, be too minutely considered. It will be well to take the several points, and without putting forward any claim to legal acumen, at once discuss them, and advert to the arguments which may be advanced *pro* and *con*. As regards the liability of the applicant for shares, such appears to be a question which may, and doubtless, will, form subject for a court of law. Already have the provisional committee of one, if not more companies, announced to the parties who may have applied for shares in the undertaking, and to whom a certain number were allotted, that, in consequence of the non-payment of the deposit, the applicant would be held liable for the same, and is required forthwith to pay the amount accordingly—while, among other modes resorted to by those companies which have not succeeded in obtaining the payment of the deposits on the shares allotted to the respective applicants, we find that an option is presented in some cases, the circular to the applicants, who are in default, being to the effect that, although legally responsible for the full amount of deposit, still that the committee are willing to release the parties, on the payment of a given sum per share. A letter of this nature, now before us, emanates from a company composed of 150,000 shares, on which a deposit of 21. 2s. per share was required, the committee of which express their willingness to release the applicant from all liability on the payment of 2s. per share, or after the proportion of 15,000£. as the expenses incurred. It is hardly necessary to say that, in cases like the present, there can be but little question as to the result of the project, or the determination at which the committee have arrived; however, were they to take our counsel, they would convene a meeting of those who have paid their deposits, produce an account of receipts and expenditure, as well as assets and obligations, and take the opinion as to the course to be pursued, of those whose representatives they can only be considered, and acting in the capacity of trustees for the amount placed in their hands. One or two questions would appear to us to be here involved, and we cannot but imagine that much difficulty must arise in any court of law or equity, to solve the problem which must present itself on the introduction of any case, having for its object the enforcement of the payment of any deposit on shares under circumstances to which we shall more immediately refer.

The projectors of a company, with a nominal capital of 500,000£, divided into 25,000 shares of 20£. each, think fit, antecedent to the application from, or allotment to, any party, desirous of taking an interest in the undertaking, to expend some 6000£. to 8000£. having advertised the project, with an announcement of the number of shares into which it is divided, as also noticing that applications for shares will be received; parties apply for shares to the extent of ten times the number into which the company is divided—hence the necessity of limiting the number to be allotted to the several parties, after a due proportion having been first set aside for the provisional committee and their friends; we will imagine the period of allotment to arrive, and, accordingly, the issue of letters to the several applicants, stating, that upon the payment of the deposit named on the number of shares appropriated to the party addressed, he would be entitled to the shares named in such letter, but that in case of the non-payment of the deposit, on or before the time specified, the shares so allotted would be allocated to other parties. It would thus appear, assuming this, as we believe to be, that of the general form of letters of allotment, it is hardly necessary to say that the option is given to the applicant to accept or reject the shares. Another point, which appears to us to bear upon the question at issue, is, how far the applicant for shares in a company, under the conditions of a prospectus issued, is liable under circumstances whereby alterations are made, not only in the provisions of the company, but the committee of which it is composed. Indeed, the idea of making applicants for shares liable, when we consider the modes in which companies have been in too many instances formed, and the awkward figure the projectors would cut, lead us to believe that there need be but little apprehension, as to any important results arising out of this particular movement. We next approach the question of the application of deposits paid on shares, in companies which may not carry into effect the object for which they are formed, and thus the expenses incurred are necessarily defrayed by the projectors, the committee, or the parties to whom shares may be allotted, and who, accordingly, pay to the credit of the committee their deposits thereon. Without entering into the question raised by some of our contemporaries, as to the amount of preliminary expenses being confined to the provisions in the Act for regulating Joint-Stock Companies, we will at once proceed to the consideration of the subject, in a manner which shall admit of no subterfuge or misconception:—A company, as before noted, with nominal capital of 500,000£., is divided into 25,000 shares of 20£. each, on which a call of 21. 2s. is required, and thus a sum of 52,500£. would be paid into the bankers of the company, provided that all the shares were duly allotted, and the deposits paid. Without raising the question as to whether, in case of the dissolution of the company, arising from one cause or other, that the amount expended should be defrayed in part by the projectors, and the residue by those who may have been induced to take shares on the representation set forth, or whether by the shareholders *pro rata*, according to their respective holdings, we have no hesitation in saying that, assuming the latter case, the amount chargeable on each share, as a proportion of the loss or expenses incurred, would be in a ratio with the number of shares into which the company was divided. Thus, in the instance we have cited, an outlay, or expenditure, of 2500£. would be equal to 2s. per share; but if, as it might perchance, and, if we mistake not, will be

found frequently to have happened, that instead of the deposit on the whole number of shares being paid, that only one tithe is available to meet the demands on the company, should such amount be taken and rendered applicable to such purposes, as to be apparent that the parties who have subscribed their deposits would, in such case, be required to pay ten times the amount they could be equitably, and, as we would contend, legally, called upon, and thus instead of a deduction of 2s. per share from the deposit made by them, the amount would be tenfold, or 11. A question then arises, whether the parties thus subscribing are responsible beyond their due proportion?—we think not, but this would rather apply to the relative positions of the provisional committee and the parties subscribing.

We do not pretend to say that this in any way implies to the liabilities which may exist, as regards the creditors of the company; thus, for instance, let us suppose that the amount already named, 2500£., does not cover the several claims on the company, which we will assume to be 25,000£.: this would show a deficit of 22,500£., and thus, allowing the whole of the deposits to be sacrificed, leave such sum to be met by one or other of the projectors, provisional committee, or parties subscribing. We last week briefly adverted to a matter of this kind, little thinking, at the very time of publication, a cause, bearing on the point at issue, was at the moment in the course of trial in the Court of Exchequer. The case, to which we refer, is noticed under the head of *Law Intelligence*, and will be seen to be of the first importance, as touching several projects where questions of this nature will doubtless arise, and to which our attention will be directed, in further discussing the subject. We particularly call attention to the opinions of the Bench.

We have noticed, in former Numbers of the *Mining Journal*, the rapid progress that mining operations have been making throughout Spain within the last five years. No country in the world is more gifted by Nature, as nearly the whole of that kingdom is but one rich mass of mineral wealth, which has been hitherto hidden from the eyes of man. The invasion of the country by the troops of NAPOLEON, and the long intestine wars of the party chiefs, each striving, by the greatest cruelties, to have the ascendancy, have been the principal impediments to the progress of her prosperity, and the well-being of her population. The blessings of internal tranquillity, which appears now being established from one end of the Peninsula to the other, will be the means of restoring public confidence throughout every province, and give a stimulus to enterprising mining operations. The introduction of railways by English and French speculators, who have received the concession, or grant, of the Government authorities, to carry out extensive lines, will be the means of opening a vast traffic, but, above all, afford those facilities to the working of her mineral riches, which will throw open a new era in the annals of the history of a country that a few centuries ago was looked upon as one of the first in the category of maritime and commercial nations of Europe. Abounding, as she does, with ores of every description, the fertility of her soil, the finest climate under the canopy of heaven, and a peasantry who require but a stimulus to lead them into industrious pursuits and frugal habits, and daily to advance in knowledge, the restraints on which are disappearing; as the hydra of fanaticism, and inquisitorial religious darkness and persecution, has of late years been gradually crushed by the flame of liberty, and the enlightenment of the people, the day is not far distant when fair Iberia will again be classed among nations. The Government is giving every encouragement to mining enterprise, not only by guaranteeing security to the adventurers, but affording every facility, to enable them to carry out successfully their explorations and operations. Several English companies have already begun working to great advantage in Andalusia and the Asturias, and very extensive valuable mines, lately acquired, will soon be in full work, and to which attention has been directed in former Numbers of our Journal.

It is with pleasure we are enabled to present to our readers the following official return, published by the authority of the Mining Department of Madrid, which we have no doubt will be read with interest, as it not only shows the various descriptions of metallic ores and minerals that form the strata of the kingdom, but the quantity of quintals, or cwts., produced throughout Spain during the year 1844, and their average value:—

Quintals.	Value Reds.	Quintals.	Value Reds.		
Quicksilver	20,796	33,937,936	10,900	327,000	
Cast-iron	233,431	33,937,936	1,057	211,410	
Wrought ditto	339,010	30,963,785	1,337	197,950	
Silver (marks)	168,200	30,276,009	16	147,200	
Lead	415,263	26,715,819	7,000	140,000	
Copper, fine	5,374	2,869,670	270	108,000	
Ditto, black	321	1,997,451	2,976	95,233	
Coal	655,817	1,997,451	500	30,000	
Alcohol	58,829	1,763,087	Colbit	50	15,000
Alum	15,500	1,240,000	Antimony	7	2,400
Sulphur	9,900	789,000			
		Total amount	132,727,873		

As the development of the mineral wealth of Ireland is a subject just now of the utmost importance, it is necessary it should be fairly understood, and that no opportunity be given for a charge of exaggeration, either in the quantity or quality of the ores, or in the facility or the difficulty of their obtainment. The remarks of the *Times Commissioner*, in that paper of the 25th ult., certainly take a one-sided view of the county of Cork with regard to its minerals, and which we partially noticed and explained in the Journal of Saturday last. The method adopted of taking one small sale of very rich ore—which the poorest of mines occasionally yield—is not the way to show the capabilities of a mine, or one which we should think would induce the merest novice in mining to risk his capital for; the taking, therefore, one sale of Cosheen ore at 38£. and jump to the conclusion that this makes her the richest in the world, is to all who are *au fait* to mining statistics, most absurd. But as it is evident the writer is not at all acquainted with mining matters, we shall endeavour to reduce his observations to a plain statement of facts, anxious that Ireland should reap all that is possible from her natural resources, and convinced that this can be best accomplished by simple unvarnished truth, while she, as a generally producing country, may bear comparison with any nation on the globe. The Cosheen Mine then, so far from being the "richest in the world," has never been worked with that spirit under which she might have been considerably more productive; the average price of the ore for the past twelve months was 31. 8s. per ton, while only 412 tons of ore were sold, realising 3458£. 18s. On looking at the returns of sales for the past two or three years, we find that, in the twelve months ending June, 1844, the sales amounted to 445 tons, yielding 2456£. 1s. 6d.—being an average of 51. 10s. 6d. per ton. For the twelve months ending June, 1845, we find the returns to be 412 tons, yielding 3458£. 18s.—being an average of 81. 8s. per ton. Since the 30th of June the only sale from this mine has been that on the 24th of September of 56 tons, producing in money 1089£. 12s., or an average of 19£. 12s. per ton, including therein the parcel quoted by the *Times Commissioner*, and referred to in our last. It will thus be seen, that the quantity of ore raised during the past two years and a half amounts to 913 tons, that the amount obtained on the sale of ore is 7004£. 11s. 6d., and the average per ton 71. 16s. Suffice it to say, that we could pick out thirty or forty mines in Cornwall alone showing far superior average returns, some double, others treble, ten, fifteen, and even twenty times that amount, and, as to adopting the highest price or produce, as a comparison, we can point out instances of sales of small parcels of rich ore which have realised 50£., 60£., or, we might say, even a higher price per ton. His observations on the appearance of the lodes in the cliffs, and the facilities offered for working by driving into the veins, which, being above high water mark, carry off the water without expensive machinery, are sub-

stantially correct, though somewhat high coloured; but the idea of the perseverance of the Cornish miner in sinking shafts hundreds of fathoms at random in barren places, and driving levels at a depth of some 80 or 100 fms, without reference to any surface indications, exposes a complete ignorance of mining affairs. A mine is only commenced in the first instance when the indications at surface give notice of the wealth that lies beneath: the lodes discovered are carefully traced by processes termed shodding and costeanning, and the parties satisfy themselves of the nature of the lode, its declination or dip, and its likelihood to prove valuable before the site for a shaft is fixed upon, or a foot of it sunk, and, when this is done, levels are commenced at ten fathoms, and continued at intervals of ten or twelve fathoms each as the shaft descends.

His observation, too, that "six years ago not a man would subscribe a penny to prosecute a mining project," is equally at variance with the fact, as the Bearhaven Mines, Knocknahan, those in the county of Wicklow, and various others, which it is unnecessary to recapitulate, had been established years previous to that period, and hundreds of thousands of pounds of capital sunk in mining enterprise, and large returns made. We have been thus particular in setting the remarks of the *Times Commissioner* right with the public, as it is evident he has not attempted to mislead, but has been led into error from want of sufficient information on the subject; any undertaking whatever in Ireland, founded with prudence, and carried out with spirit, has, under all circumstances, led to complete success, for, as we observed last week, Ireland teems with all that is required for the comfort of the human race, and there is ample room for the most extensive projects.

PRICE OF IRON IN FRANCE.—On Saturday, the 29th ult., two sales of white cast metal, amounting to 50,000 kilogrammes (100,000 lbs.) each, were effected at St. Dizier; one at the rate of 71. 5s., which was the metal of La Blaize taken at the furnace; the other lot at 81. per ton cast metal of the Marne, also at the furnace. The sum of 71. 10s. and 71. 15s. was offered for two lots of 400,000 to 500,000 kilogrammes each; these offers were not accepted, in consequence of the sales made at 81., which upset the whole of the affairs that had been entered into. Notwithstanding that the metals sold were purchased by the forge-masters of the two valleys, the price of 81. is not, however, looked upon as the fixed quotations. The manufacturers of wrought-iron are nearly all of them without cast metal, and they have announced their intention of raising the price from 161. to 161. 10s. per ton. There is a great scarcity in general of cast as well as wrought metal in the market, and, as the demands for railway contracts are expected to be very extensive during the next few months, there is every probability of a further increase in iron of every description.

USE OF PEAT IN THE MANUFACTURE OF IRON AND OF GAS.—Iron manufactured with peat fuel is more malleable than Swedish, and tools made from it are of a superior quality. It is doubted whether peat fuel has been recently employed, or, indeed, whether it can be used at all in the puddling furnace, but with a diminished produce, yet the working of iron by peat fuel is known to improve its quality in some respects; and the welds especially, thus made, are superior to those made with coal. The improvement of iron by the use of a particular fuel is admitted. The weld made with lignite carbon, owing to the absence of sulphur and pyrites, must be better than that made with a fuel containing these impurities. The analyses of peat are very various. Some contain 5 per cent, and some 20 per cent. of earthy matter, and there are kinds of peat stated to produce three times as much gas as coal. Peat is said to contain no sulphur; but the experience of several gas works in which peat has been employed, has proved that some contain large quantities of sulphur, as the purifiers become rapidly filled with sulphuretted hydrogen. All coal, however pure to the eye, contains pyrites and sulphur, so that sulphur must be considered as one of the elements of coal, hence the presence of it in some peats is no objection to the use of it in iron works, and at all times is a mere question of degree or comparison with different kinds of easily available coals. Now that Ireland is absorbing so much of public and Government attention in railways, harbours, and other public works, this subject will not, it is hoped, be permitted long to lie dormant, but be taken up with that attention which it merits, both as a means of employing the inhabitants, and a remunerative outlay.

DEMAND FOR BRITISH COAL BY THE FRENCH GOVERNMENT.—We alluded, in a former number of the *Mining Journal*, to the contracts that had been entered into by the French Post-office authorities, for supplying the royal mail steam-packets, running from Marseilles down the Mediterranean, to Egypt, the Dardanelles, Constantinople, and Algeria, with British coal, which caused a most bitter feeling on the part of the colliery proprietors of France, against those of Newcastle and Sunderland, and also against the Directeur-Général des Postes; although they are fully aware that the coal extracted from the pits in France is of that inferior quality, as far as its combustive power is concerned, that it cannot compete with our Newcastle and northern, or even Welsh coal, for the working of steam power. The Minister of Marine and the Colonies, we perceive, has given notice, that on the 12th December instant, he will be ready for entering into a contract for 18,000,000 lbs. of English rock coal, to be delivered at the different points on the western coast of Africa, as follows:—Sierra Leone, 4,000,000 lbs.; Garraway, 2,000,000 lbs.; Axiny, 2,000,000 lbs.; Prince Island, 3,000,000 lbs.; Bay of Bimbia, in the Biafra, 3,000,000 lbs.; and Port Alexander, 4,000,000 lbs.;—and on the 24th December, a further contract will be entered into by the Minister of Marine, for the supplying of 5,000,000 lbs. of British coal, at the French Islands of Papeti and Taio-hae in the (Society Islands) Pacific Ocean. The stipulations of the contracts are deposited at the office of the Minister of Marine at Paris, at the French Consulate at Newcastle, as well as at the offices of the marine commissariat in the ports of Dunkirk, Havre-de-Grace, Nantes, Bordeaux, Marseilles, and Saint Servan. The demand for British coal is likely to increase rapidly in France, as steam-ship building, both in wood and iron, is making great progress, as the French Government now sees the absolute necessity of paying its greatest attention to the improvement of its navy, both the royal and merchant service, if not to compete with this great commercial nation—the mistress of the seas—at least to have a maritime force that may render her the second European power on the ocean. There has been a great outcry of late, by the Paris journalists, at the ascendancy our shipping interest is gaining over that of France, which, for some years past, has been gradually on the decrease, and advising the Government that, if it is obliged to resort to this country for coal, to issue a decree that, whatever contracts are entered into by the Director-general of the Post-office, or the Minister of Marine, it shall be distinctly specified such contracts shall be conveyed to the different ports of France, or elsewhere, on board of French bottom ships only. This is a monopoly that may appear very fine in the anti-English imagination of the editors of the Parisian press, to gain popularity—and that can be all; for they well know that the Government, the best judges of the maritime resources of France, cannot depend upon having their contracts fulfilled, unless it is on board of British merchantmen, who undertake to deliver them punctually at the specified places, however near or far distant. To the shipping interest of Newcastle, Shields, Sunderland, and the north, the exportation of coal since the taking off the absurd duty of four shillings per ton, imposed by Sir R. Peel, has more than doubled, and is rapidly increasing, not only for France, but other parts of the globe, much to the annoyance of our Gallic friends on the opposite side of the Channel, who ever will be jealous of the commercial enterprise and industry of this country,—to which, notwithstanding all the efforts they are making in mining operations, to improve their iron, and extend the working of their coal pits, they are obliged to resort, for the chief part of their machinery and railway material.

THE COAL MINES IN BELGIUM.—In one of the extensive coal mines in Belgium, near the French frontier, they have established a rotary machine for the purpose of drawing up the waggon loads of coal to the extremity of the galleries, where they are then hooked. This machine is a very great saving in the expenses of the internal carriage, and allows of having longer galleries than hitherto. Many other improvements are also making in the interior of the pits in general to facilitate the conveyance of the coal to the top, so as to save not only manual labour but expense, and at the same time prevent accidents.

THE COAL TRADE.—(From a Correspondent).—We understand that the coalmasters of Lancashire, alarmed at the position assumed by the colliers, in their stand for increase of wages and limitation of labour, have determined to protect themselves from loss, by advancing the price of coal.

PROGRESS OF FRENCH MINING INDUSTRY.

[FROM OUR PARIS CORRESPONDENT.]

Just as I was on the point of sealing my last week's letter, the prospectus of a new society, called "Compagnie des Forges et Fonderies," was put into my hands. The company is headed by several of the principal ironmasters in this country, and by some eminent mercantile men of Paris. Its capital is fixed at 20,000,000 francs, to be raised in shares of 500 francs, and may be carried up to 30,000,000 francs (1,200,000). The object of the company is, the very ambitious one of supplying all the iron France requires for her railways and marine. For this purpose it is intended to establish iron-works in all places where mineral wealth exists, and in fact to derive every possible advantage from that wealth. The furnaces to be erected are to be fed with coke instead of wood—the material at present used in most of the French furnaces. The prospectus asserts that it is established by official documents—that there exist in this country 418 mines and 148 coal deposits not yet worked—and it leaves it to be assumed that their produce would enable France to supply herself her enormous demand for iron for railways and shipbuilding; but, I think, after the citations from official documents, laid before you in preceding letters, that you will agree with me in thinking the assumption perfectly unwarranted.

The prospectus of the company admits that, in 1843—the latest date up to which returns have been published—the production of *fonte* by France was 46,115 tons less than her supply; her production having been 422,621 tons, and the consumption 468,736 tons. Of iron she received from abroad, 94,510 tons; her production having been 308,445 tons, and the consumption 402,955 tons. The *fonte* of railway recently conceded—now pending before the Chambers—and projected, will require, according to the prospectus, 2,352,640 tons; and yet, in the teeth of these figures which I quote from the prospectus itself, the public is expected to assume that a country which at present yields annually some 700,000 tons of iron and *fonte*—nearly one-third less than her annual demand—can, in the course of the next three or four, or five, or six years, supply 2,352,640 for railways alone, saying nothing of about one-fourth or one-half as much required for shipbuilding! The prospectus promises too much, when it leads it to be inferred that it promises that. A great deal, no doubt, may be done to make the mineral wealth of France more productive than it is or has been; but, increase the production as much as you will, and it will still remain enormously less than the demand. To the ironmasters and mining people of France, it may be a terrible and heart-rending thing, to see the country seeking abroad that which she cannot find at home; but it must be borne, nevertheless, spite of all the companies of forges and foundries that may be got up, with millions of capital. In a note to the prospectus, it is stated that, in calculating iron at 360 francs per ton, and *fonte* at 255 francs, France would pay to the foreigner—if, during the next ten years, she imported the iron and *fonte* necessary for the establishment of her railways—the enormous sum of about a million francs—i.e., 1,000,000,000 francs, or 40,000,000 sterling. The sum is immense, undoubtedly; but, as the ironmasters of France cannot, with all their exertions, and all their enterprise, and all their selfishness, secure the whole of it for themselves, why do they grudge the "foreigners" having a portion of it? Some of the Parisian journals reproduce the report on the manufacture of iron of M. Michel Chevalier, as one of the jury at the Exhibition of Industry. It contains some useful statistics, and I had proposed to lay them before you, but I find that the extracts made in previous letters from official documents on the supply and demand of iron, are a year later in point of date than those of M. Chevalier, and, consequently, of more interest and importance.

An assaying office for minerals has been opened in the Royal Mining School of this capital, under the direction of the superintendents of the laboratory. Any assays whatever, will be made gratuitously on any minerals, &c., that may be presented by the public—the object of the Minister of Public Works, in establishing the office, being exclusively the promotion of the science of mineralogy, and the encouragement of mineral industry. There is nothing which reflects more honour on the French Government, and in which it contrasts more advantageously with our own, than the generous and the enlightened encouragement which it gives to science and industry. England, with all its wealth, has scarcely any public establishments in which young men may gain gratuitously, or, at least, very cheaply, the knowledge necessary for particular professions; and all our Government does for trade and industry is to clog and harass them. But in France, thousands are spent every year in the maintenance of schools and establishments, opened to all even to foreigners—and in all cases her domestic commercial policy is more enlightened than ours. With respect to mining alone, there are schools for teaching it scientifically, and there are eminent engineers to teach it practically.

The St. Dizier newspaper of the 28th, says that two parcels of white cast-iron had been sold at 180 francs and 200 francs, both were taken at the furnaces; 185 francs and 190 francs were offered for two lots of 400,000 kilos, to 500,000 kilos, each, but they were not accepted, a sale having been made at 200 francs, which price other sellers hoped to obtain; that figure, however, was not considered as having established the course. For beaten iron the price is expected to go up to 400 francs, to 410 francs, owing to the scarcity of *fonte*. Five lots of wood from the forest of Morley had been adjudged to the forge-masters of the Marne, the price of a cubic metre of hard wood delivered would be 20 francs. Wood is dear, and will be yet dearer; and the increase in its price always increases that of iron.

More concessions of mines have been made in Algiers. An iron mine in Mont Boharma has been leased to Messrs. Périn, Gerard, and de Bassana, and two other concessions, to Messrs. Talbot and others, have been made of mines at the foot of Diebbel-Ballout, said to be an equal distance from Bona and Iron Cape. The rent to be paid for these mines is not stated, but it is made a condition that as much smelting shall take place in Algiers as the supply of fuel will permit. Government engineers are busily employed in all directions in Algiers in searching out mineral wealth. The highest hopes are entertained of the copper and iron mines already discovered, but it is believed that the mineral wealth discovered up to this time is nothing in comparison with what remains to be brought to light. For my part, I cannot agree with those who think Algiers will be very productive in iron, &c.; but, even if it should yield as much, or more, than France itself, the expense of it would be enormous, from the scarcity of fuel.

In referring to the steel trade, last week, I expressed doubts whether iron would be brought from England for the steel manufacturers. It appears that up to this time, Sweden has had the monopoly of supplying the iron destined for steel, and no doubt she will maintain it.—*Paris, Dec. 3.*

We understand that Mr. Smart, the inventor of the celebrated convex flat, or propeller, for steam-ships, spent a considerable time at the Royal Dockyard, Woolwich, last week; it is said, for the purpose of examining the wheels of the *Terrible* and other war steamers: indeed, we have heard that Mr. Smart is about offering terms for the application of his excellent principle to the whole of her Majesty's steam navy.

NISTERDALE IRON-WORKS.—We learn that these iron-works will be in operation before Christmas, in time to take advantage of the favourable times that appear to have fully set in upon them in this "iron age." The English shareholders, who have, in connection with a wealthy German family, erected these works, will now reap the advantages they are fairly entitled to, after four years continuous outlay, and the quiet valley of the Nister, and the town of Nackenberg, become a bustling manufacturing district; the simple and industrious habits of the Germans, and especially the people of Nassau, fit them for this change of life—all well-educated and well-disposed towards their Duke, whose paternal Government is proverbial in Germany, they will, we doubt not, set a good example to many districts even in England, and changed from agriculturists to manufacturers, without having entailed upon them the miseries we have sometimes witnessed at home. The laws of Nassau are so peculiarly paternal—the mining, the forests, the municipal laws, and the perfect toleration of all sects and parties)—that, as we watch the progress of these works, we will recur to them by-and-by. We feel assured that the Duke of Nassau will have his reward, for the countenance he has given to this company, and extend to them still greater privileges. It is worthy of remark, that every family in Nassau possesses more or less land, and that a plough is as necessary as a bed in England; that all have their cow and pig, and *want scarcely known*—thus the *allotment system*, new in England, and *education*, so justly lauded with us, are the birthright of every subject in Nassau. This company originally sent out some thirty to forty Englishmen, they have now as many Germans to one Englishman, and we have the authority of a party, capable of judging, that so quickly have the country people acquired the skill to work in the various departments that none but natives will be required. The mills are calculated to turn out near 400 tons of bars and sheet-iron per week, and the iron mines, are, perhaps, the richest and cheapest worked in Europe. This company are about extending their works to the manufacture of locomotive engines and machinery, for which the railroads which are making in all directions will create sufficient demand.

RISE IN THE PRICE OF WOOD IN FRANCE.—From private letters received from Troyes, it appears that nearly all the cuttings of the departments of the Aube and the Yonne have been sold at a rise of 5 to 15 per cent. on the prices of last year, either for the making of charcoal or as fuel. The increase in price for building wood has not been so great. This rise is attributed to the reason of the forgemasters of the Côte d'Or and the Marne having purchased very considerably, which, added to the demand now making for iron in all the forging districts, they are in many parts obliged to use wood where coal is obtained with difficulty and at a high price.

MANUFACTURE OF IRON IN INDIA—RAILWAYS IN THE EAST.

[FROM A CORRESPONDENT.]

Iron ore is abundant in all the districts of India; but, as may be conjectured, varies much in quality, and is often difficult of access. To enter minutely upon this topic would intrude too much upon the columns of your Journal; your readers who are desirous of pursuing this object further are, therefore, referred to the periodical publications of the Royal Asiatic Society, and of the Geological Society, where many elaborate papers regarding it are to be found. The operations of the Madras Association have been confined to working up the ore near Posto Noo. It is a magnetic oxide of iron, imbedded in quartz, and forming extensive masses lying far above the surface of the surrounding ground—nothing beyond the application of the crowbar is requisite to procure it in any quantity freed from stony matter. It has been ascertained, by careful analysis, to contain in 100 parts, 30 of oxygen, and about 70 of iron, and the latter to be very free of those impurities which deteriorate make. The yield in the blast-furnace has been also very large, and not to be exceeded on the average. The quality of India steel for cutlery has been immemorially the subject of panegyric by travellers; the substance of their statements are recorded in most scientific treatises touching on iron and steel; but it has been minutely and specially handled by the practical Mr. Wilkinson. Before the operations of this association, iron making had not been attempted in India, except by the natives on a small scale. Of the incipient difficulties of the enterprise, then, some faint idea may be formed by those conversant with this branch of industry, when are taken into consideration the remoteness of the locality from any thing similar—the procuring the requisites of steam-engines, &c., from Europe—the entirely new field of action—the peculiarity of the ore demanding corresponding treatment—the heat of a tropical climate, and the trouble of instructing the natives, who alone can bear with impunity the intense heat of the workshops in the manufacture of iron in India.

X GREAT EUROPEAN IRON MINING COMPANY.

This company has been formed for the purpose of working mines for manufacturing iron, on a more extensive scale than has hitherto ever been attempted, and to produce the material in a state at once suitable to the almost innumerable purposes to which iron is now becoming applicable. It is evident that these objects can only be effected by the consolidated capital of a public company, assisted by the extensive commercial influence of a large number of its shareholders; and this undertaking has been projected to anticipate the expected future scarcity of iron—securing to its proprietors immediate profit from the present high prices of iron—40 per cent. above what they were four years since—and all future advantages which may arise from still further increase, both in demand and price, which, from the present aspect of affairs, appears inevitable. It is probable the immense amount of iron required for rails alone will form but a small proportion to that which will be required for laying down along such lines pipes for the conveyance of sea and fresh-water—of gas manufactured almost at the pit's mouth, and consequently produced at far less cost to the consumer—and that which will be required for naval architecture and other buildings. France only produces 350,000 tons per year, while her requirements for railways alone is 3,000,000 tons per year; it is absurd to expect that the United States can assist, as, notwithstanding their immense fields of coal and ironstone, their whole produce is only about equal to France; and, even if they had millions of tons to spare, the freight would cause such an addition to the cost, that they can never compete with European enterprise, and Belgium has in herself a sufficient demand for all her present supply. It is clearly evident, then, that the enormous demand will continue for years—probably with a gradual increase—and which must secure to the shareholders a return on the capital far superior, and of more promising permanency than most of the projects of the day. With respect to the working of mines, the company have secured the concession of some very valuable known mines, with engineers' reports thereon, and they will be enabled to proceed to active operations as soon as the company is incorporated. As failures in mining speculations have generally arisen from the want of capital to prosecute them, due discrimination in their selection, or judgment in working them, this company will, in addition to finding an ample capital, secure the services of the first talent to be obtained in the kingdom, and thus carry on their operations in manner calculated to establish the company on a firm basis, and to realise a large income from their enterprise.—The capital is 1,000,000 francs, in 10,000 shares, of 25 francs each.

[ADVERTISEMENT.]
NEWCASTLE-UPON-TYNE, EDINBURGH, AND DIRECT GLASGOW JUNCTION RAILWAY.

SIN.—In the lists which have been published in the morning papers of the projected railways of which the plans, &c., have been deposited with the Board of Trade, in compliance with the Standing Orders, several omissions have occurred. Amongst the rest, the "Newcastle-upon-Tyne, Edinburgh, and Direct Glasgow Junction Railway," has not been noticed. May we request the favour of your taking care that the name of this company may be inserted in the list which will be published in your Journal to-morrow. The plans, &c., were deposited by us on the 29th ult.

PRICHARD & COLLETTES, 57, Lincoln's Inn-fields, London, Dec. 5. Solicitors to the Company.

X CORNISH RAILWAYS.—We had hoped, feeling, as we do, a deep interest in everything which involves the welfare of Cornwall, that the Cornwall and Devon Central Railway, which was rejected last year by the Board of Trade, on the ground of its excessive works and impracticable gradients, would, on being presented to that department of the Government, have exhibited on its sections such improvements in those particulars, as to have insured a more favourable reception. We regret, however, to learn, that the works are even more formidable than those of the last project; while the line abounds with the objectionable, if not dangerous, gradients of 1 in 80. There are no less than fourteen tunnels on the line, of the aggregate length of four and a half miles, and instead of being shortened, the line is actually three or four miles longer than the former. We were taught to believe that the nature of the country rendered the attainment of a superior line a matter of considerable doubt and, therefore, had made up our minds to receive the same line in substance with such improvements as a re-survey of the country might suggest to the engineer. To our great surprise, and, we doubt not, also to the surprise of the public at large, it is abundantly demonstrated by the plans and sections of the Great Western and Falmouth Junction Railways, that the country does afford facilities for the construction of a better, cheaper, and shorter line of railway. The entire length of tunnelling on the Great Western and Falmouth Junction line is about one and a quarter mile, the gradients throughout of a most favourable character, and the distance from Falmouth to Exeter five miles less than by the Central Line. Surely some great error, or oversight, must have been committed by the managers of the Central Line, in the selection of their course. We shall next week return to the subject, and publish some statistical facts in corroboration of these remarks.

X DORKING, BRIGHTON, AND ARUNDEL RAILWAY COMPANY.—The provisional committee of this company have adopted a line of conduct—to themselves most honourable, and convincing to the shareholders of the *bona fide* nature of the undertaking; before issuing a single letter of allotment, the shares—5000 in number—taken by the directors and managing committee were all paid up, and the plans, sections, books of reference, and traffic returns, were in a perfect state for deposit in the proper offices of Parliament previous to the 30th of November. Nothing can be more convincing of the legitimacy of an undertaking than the promoters themselves paying all claims upon them before requiring a single deposit from the other applicants, and is a course which other embryo companies might imitate with much credit; they have issued a circular with every letter of allotment, in which they state "their gratification that the deposits on 5000 shares so taken have been promptly paid to the bankers, and feel assured that, on a still greater number which have been allotted, will be paid with similar alacrity on receipt of the letters of allotment." The shareholders owe it to the committee, as well as to the future success of the project, to pay these deposits immediately, and thus responding to the liberality evinced by the provisional committee, establish that mutual confidence so essential to the success of all great undertakings.

RAILWAYS IN GREECE.—The railway mania is extending itself all over the continent, from north to south, east to west, and a fine field this is opening to our civil engineers and British speculative enterprise, as well as our mining industry and machinery. It appears that there are two English engineers at present surveying a line between Athens and the Pyrenees, so as to lay down a railway early next year.

X NON-LIABILITY OF SHAREHOLDERS.

KEY v. GILES AND OTHERS.—A case of the utmost importance to persons connected with joint-stock companies came on for trial before Mr. Baron Pratt, in the Court of Exchequer, last week; it was upon a bill of exchange for 322 francs, the defendants pleading non-liability, and it appeared they were shareholders in a company entitled the "Union Flint Glass Company," carried on at Bromley, which had failed. The goods had been supplied for the use of the company, and the bill in question had been given by the secretary in payment for the same. Mr. Wilson, the secretary at the time, was examined, and proved that the capital was to have been 80,000 francs, but he did not think the capital actually subscribed amounted to 5000 francs—he accepted the bill for the amount due plaintiff, which was 322 francs 10 francs. Mr. JERVIS contended, that if a party joined a company where the capital was proposed to be 80,000 francs, the mere signing the deed did not make him liable, unless it could be proved the conditions had been properly carried out; in the present case the capital, which was to have been 80,000 francs, had not reached 5000 francs, and unless it could be shown that the defendants were consenting parties to carry on the concern with this diminished capital, they could not be held liable. In confirmation of this, he called attention to the case, *Pitchford v. Davis, 5, Merton and Welsby*, p. 2, in which the law had been clearly laid down.

This was an action arising out of the failure of the United Kingdom Beetroot Sugar Association—capital 250,000 francs, in 10,000 shares; the defendant was sued for goods sold and delivered; for the defence, it was shown that the capital had not been raised, and in fact that only 1400 out of the 10,000 shares had been taken, and the jury found for the defendant. The present Mr. Justice Erie, was counsel in the case, and moved for a new trial on the ground of misdirection, when the following high opinions were given:—

"Lord Abinger, C.B.—The question is, whether the directors were the agents of the defendant in carrying on the business with so small a capital. I thought at the trial, and am still of the same opinion, that where a prospectus is issued, and shares collected, for a speculation to be carried on by means of a certain capital to be raised in a certain number of shares, a subscriber is not liable in the first instance, unless the terms of the prospectus in that respect are fulfilled. But if it be shown that he has authorised the act of the directors, in making the contract. But, by proving the defendant to be an original subscriber, unless the proposed capital is raised, no such authority is shown. Then, is there in this case sufficient evidence of authority to contract with knowledge that the directors were acting without the proposed capital having been obtained? The jury have found that there was not, and I think the finding of the jury is right.

"Alderson, B.—The authority given by the subscribers to the directors is a conditional one, depending on the terms of the prospectus being fulfilled. In this case that condition had not been fulfilled, and therefore the defendant is not bound by the contract of the directors; and the jury have found that he had not ratified the act of the directors, with a knowledge of that condition not having been performed.—Rule refused.

Mr. JERVIS contended the cases were precisely similar, with which the court agreed, and nonsuited the plaintiff, with liberty to move for a new trial.

X MINERAL RESOURCES OF IRELAND.

If a good deal of space in the *Mining Journal* has been, from time to time, for some months back, appropriated to observations and statistical notices of the mineral districts of the county of Cork, it was not because we were ignorant of, or insensible to, the claims which other districts in Ireland have to be considered as abounding in mineral, or (if we may be permitted the expression) in geological wealth. We have dwelt upon the vast importance, in a national point of view, of a general development of Ireland's mineral resources; and in furtherance of that development we have hailed, as a mighty adjunct of the means most available, next to capital itself, the construction of railroads in that kingdom—(we may be excused for declining to follow the "great agitator's" habit of applying to his country the minor appellation of a "province.") We have stated that the facility of transit of goods afforded by railroads, vastly advantageous, in a commercial point of view, as it is found to be in Great Britain, would be found of still greater advantage in other points of view in Ireland, as that country, independent of great natural means of facilitating the attainment of commercial prosperity, possesses, in her mineral or geological wealth, vast resources, which only require full development to enrich her, and thereby place her people upon an equality, in social comforts at least, with the great majority of the people of this country. We have particularly instanced the heretofore hidden mineral resources of the large, thickly-populated—and, in many of its localities, as it must be admitted, as poor as populous—county of Cork; and we expressed our surprise that but few, and of those few the most of them very imperfect, attempts had been as yet made to develop those resources. Within the last quarter of a century, we witnessed, in this country, a spirit of mining speculation, which was, at one period, borne to an extent so extravagant as to impel capitalists into the embarkation of millions of their capital, in exploring for the precious and other metals in the all but to the foot of man inaccessible regions of the torrid zone, or in the bowels of mountains, at whose base the noon-day heat was intolerable, and whose summits were clad in eternal snow,—and in which way were absorbed, without redemption, in the shape of a metallic return, those millions of capital. Witnessing this, we wondered why it was that not even a solitary spark of this (in England) all-pervading spirit of speculation had not communicated itself to the sister country; and we marvelled still more, that its result—the exploration for mineral—had not, at least, been extended into that country which, it was even then well known, abounded in, beyond all doubt, the less precious metals, and in marble, slate, and coal—the first two, of the finest qualities; and the last, in many instances, equal to the best in England. Verily, it was a show to see the vast operation in remote regions of this mighty spirit of speculation—and it was a memorial to behold a country, in point of time, of a few hours' contiguity to our own shores, partake in no degree of that operation. The political, if not the social, union of the countries was effected—the senseless clamour for repeal of that union had not, as yet, been elevated beyond the whispering of a few malcontents; but the reminiscences of rebellions—one, the most formidable, if not the most sanguinary, of them but of recent occurrence—remained within the memories of the then generation of English speculators, and imposed on their imaginations a notion of insecurity of life and property in Ireland, which was not subsequently removed by any fixedness of political or social tranquillity in that country. To this notion, whether it were well or ill founded, has been ascribed the diffidence of the English capitalist in mining or other speculations there, any portion of his capital. He thought—and, perhaps, still thinks—that the risk was greater than the probable profit; and notwithstanding the risk we run of being again denounced in Ireland as "deliberate" levelers of the Irish people, we will not refrain from repeating that as yet—and we grieve to be obliged to so repeat it—that public tranquillity is not sufficiently restored, or rather attained, in Ireland, to justify us in the belief, that the apprehension entertained by the majority of English capitalists of the insecurity of capital, if embarked in speculation there, is altogether removed. The time, however, is, as we firmly believe, not very remote, when any cause that may still exist for this apprehension will cease to remain. We will, also, repeat that it is satisfactory to see that, in the meantime, the Irish capitalists—commercial and landed—are beginning to be alive to the importance to themselves, and their country, of even a partial development of its mineral resources; and we particularly congratulate those of them of the county of Cork, on the spirit of speculation which has at length impelled them to form a company for a development of those resources, of the richest kind, with which the western districts of that county abound.

In reference to other mineral districts of Ireland, we must content ourselves at present with remarking, that the wealth they contain will be in its development wonderfully and rapidly advanced and facilitated by the construction of direct lines of railroad from the principal ports of commerce, through them, and across the kingdom, from north to south, east to west; and we particularly instance the lead and copper mines of Armagh, Monaghan, and Galway—the lead mines of Clare—the coal fields of the Queen's County, of Monaghan, Clare, Limerick, Tipperary, Roscommon, and Leitrim—the marble quarries of Limerick, Galway, King's County, Roscommon, and Armagh—the slate quarries of each of these counties, of which the most valuable are in Tipperary, and other inland districts—all of which will be rendered accessible for profitable investment of capital, by means of the line of railroad intended to open a direct communication between the north and south of Ireland, from the port of Belfast to that of Limerick, passing through the centre of the country, and connecting the various railways now in progress and contemplated therein. The profitable working of these mines and quarries, will add considerably to the stock of national wealth—will give employment to a large number of the people of the different districts in which they are located—will enrich the proprietors of them—and will be one of the most efficient of the advances which Ireland must inevitably make towards that prosperity which is her right, and which has been too long marred or obstructed, by a multiplicity of causes, over which it is apparent that man had the control. In short, Nature supplied that country with the means of prosperity; but the appliance of those means was in man's power, and by him neglected.

LONDON SEWAGE COMPANY.

(PROVISIONALLY REGISTERED.)

Capital £1,500,000, in 37,500 shares, of £40 each.—Deposit £2 4s. per share.

BANKERS.—Messrs. Williams, Deacon, and Co., Bircham-lane.

ENGINEERS.—

Thomas Wicksteed, Esq., Engineer to the East London, the Grand Junction, the Kent, the Southwark, and Vauxhall Water-Works, in London; and to the Hull and Wolverhampton Water-Works.

ARCHITECTS AND SURVEYORS.

John Blyth, Esq., Aldersgate-street; R. C. Carpenter, Esq., Guildford-street. CONSULTING CHEMIST.

Arthur Aikin, Esq. F.L.S., F.G.S., &c., Lecturer on Chemistry at Guy's Hospital, and Vice-President of the London Chemical Society.

SOLICITORS.

Messrs. Wood and Blake, No. 8, Falcon-street, City.

proceedings of Public Companies.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY,

FOR ESTABLISHING STEAM COMMUNICATION WITH BRITISH INDIA, ETC.

(Incorporated by Royal Charter, dated 31st Dec. 1840.)

Capital, one million, in 20,000 shares, of £50 each, with authority, under the sanction of the Lords Commissioners of Her Majesty's Treasury, to increase it to £1,500,000.

COURT OF DIRECTORS.

Sir JOHN CAMPBELL, K.C.H., Deputy Chairman. James Hartley, Esq. Brodie M'Ghee Wilcox, Esq. * Capt. Richard Bourne, R.N. Capt. Alexander Nairne Chas. Wye Williams, Esq. Francis Carleton, Esq. Alderman Sir John Pirie, Bt. Peter De Zulma, Esq. Joseph C. Ewart, Esq. Capt. Samuel Thornton, R.N. * The Managing Director.

AUDITORS.—The Hon. J. T. Leslie Melville; Jameson Hunter, Esq.

BANKERS.—Messrs. Williams, Deacon, Labouchere, Thornton, and Co.

STANDING COUNSEL.—H. Bellenden Ker, Esq.

SOLICITORS.—J. A. McLeod, Esq., Billiter-street; Thomas Browning, Esq., Halton-court.

SECRETARY.—Mr. James Allan OFFICES.—No. 51, St. Mary Axe, London

STEAM FLEET OF THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMP. IN SERVICE

Ships.	Tons.	Horse power.	Ships.	Tons.	Horse power.
Hindostan	1800	520	Achilles	1000	420
Bentinck	1800	520	Tagus	900	300
Precursor	1800	520	Royal Tar	700	260
Oriental	1673	450	Montrose	650	240
Great Liverpool	1540	450	Iberia	600	200
Braganza	1000	300	Pacha	550	210
India	1000	300	Madrid	500	160
Lady Mary Wood	650	250	Delta	240	140

VESSELS NOW IN COURSE OF CONSTRUCTION.

Ships.	Tons.	Horse power.	Ships.	Tons.	Horse power.
Ripon	1225	450	Malta	1000	400
Haddington	1300	450	Ariel	800	300
Pottinger	1300	450	Erin-go-Bragh	800	280
Madras	1225	450	Ceylon	700	260
Bombay	1225	450			

RIVER NILE AND MAHOMEDIAN CANAL SERVICE.

Arabs—Iron tug steamers on the Mahomedian Canal. Cairo, and Lotus—Iron steamers plying on the Nile.

The usual half-yearly general meeting of the proprietors in this company was held yesterday, at the offices of the company, in St. Mary Axe.

Sir JOHN CAMPBELL, K.C.H., in the chair.

The secretary having read the notice convening the meeting, read the following

TENTH REPORT

From the Court of Directors to the Proprietors of the Peninsular and Oriental Steam Navigation Company, December 5, 1845.

The successful result of the company's operations hitherto, and the gratifying position of its finances at present, enable the directors to convey to you on this occasion the assurance of their undiminished confidence in the continued prosperity of the undertaking. They have to inform the proprietors that the net profits for the twelve months, ending 1st October, 1845, exceed those of the corresponding period last year by 17,922*l.* This result is realised after proper provision has been made for the prospective outlay, which may be required in the next half-year, upon vessels now at work, and also setting apart out of profits 5 per cent. for the last year, on the first cost of the entire fleet afresh, as a fund to meet the depreciation going on in the ships. The sum now remaining in account appropriated out of profits from time to time for the purpose of building new ships, &c., or replacing hereafter machinery, in any of the existing vessels, amounts to 76,000*l.*

The directors take the opportunity here to state, that the company's new ship, the "Madrid," built to supply the place of the "Liverpool," (No. 2.), the hull of which has been sold, took up her station on the Peninsular line, on 17th of November, and appears well calculated for the service. Her first cost, complete in every respect, has been provided for, out of the depreciation fund above referred to.

In compliance with the terms of the last report, 30th May, 1845, the directors have invested the further sum of 13,000*l.* and 700*l.* in Government 24 annuities, in the names of three of your directors, as trustees—Sir John Campbell, K.C.H., Josh. C. Ewart, and Francis Carleton, Esq.—for account of the insurance fund; making, with the 10,000*l.* invested last year, a sum of 30,000*l.*; and they have considered it their duty to appropriate, out of the profits of the past twelve months, the further sum of 25,000*l.* for the same object—it being the anxious desire of the directors to make up, as speedily as possible, the insurance fund to 100,000*l.* and to retain it in Government or other solid securities, at that amount as a minimum, the interest thereon to be added to that fund.Had it not been for the heavy outlay now going forward in providing additional vessels for the company's operations, and the cash payments made on account thereof, the finances would readily have admitted of the sum of 22,000*l.* being also invested in Government securities; but the directors felt it was most advantageous to the proprietors, to employ the surplus funds arising out of the profits of trade at their disposal to meet this outlay, and which has enabled them hitherto to postpone making more than three calls for instalments on the new shares. The amount paid to the contractors to the 1st Oct. last, for the new vessels now building, was 60,000*l.*; and the additional instalments called for, and paid by the proprietors for this object, only amounting to 36,000*l.* The difference (24,000*l.*) has been provided out of the undivided profits of the concern.

Her Majesty's Government having consented that, until the larger ships now building employed by the company are completed, others of less power and capacity might be temporarily employed, the directors have been under the necessity, for some time past, of engaging chartered ships for this service, from which expense the company will be relieved in the course of the ensuing year, when the new vessels will be ready to take up their respective stations.

In reference to the vessels now in course of construction, the directors report, that they consist of nine ships, of the collective tonnage of 9575 tons, and 3490 horse power, exclusive of the smaller vessels employed in Egypt. The extension of the company's lines in the East to Hong Kong, has been carried out since the last meeting of the proprietors was held, and has been satisfactory in its results, both as regards the interests of the public, and of the proprietors. The postal communications with China, which frequently occupied, until lately, four and five months, are now reduced to about fifty days; and a strong desire, it appears, is manifested by the local colonial authorities, as well as by the mercantile community connected with China, &c., for the extension of steam navigation, not only to the northern ports, but also to the British colonies in the East, Australia, Mauritius, &c.—measures which, doubtless, will be carried out, under the sanction of her Majesty's Government. It is scarcely necessary to assure the proprietors, that no opportunity shall be lost to promote their interests, should such extension be determined upon; but they feel it is more prudent, at present, to attend to the development of the traffic on the existing lines occupied by this company, and the short branches connected therewith, than to enter upon untried fields of enlarged operations.

Arrangements are being made in the meantime to procure accurate information as to the trade, and probable intercourse, likely to arise with the British colonies in the East, should the same be directed into the trunk lines established by this company, in order that the directors may avail thereof, if circumstances render it expedient.

The directors report, that the fourth contract entered into with Her Majesty's Government—namely, for the additional line of communication in the Mediterranean, established in connection with the East India Company's mail steam vessels, to and from Bombay—has been in operation since June, 1845, and that the service has given satisfaction. They have, lately, been enabled to effect a satisfactory arrangement for increasing the receipts of the vessels employed in this service, by extending the communication, which hitherto terminated at Constantinople, to Trebisond, and other ports on the Black Sea, on which there is a considerable traffic.

The directors, in reviewing the successive steps whereby this company has attained its present independent position, feel well assured that its success is, in a great measure, to be attributed to the confidence which has been inspired by the regularity with which the service has been performed, and the efficiency of the vessels employed in the duty undertaken by the company. So far as relates to the important question of the pecuniary interests of proprietors, whose capital is embarked in steam navigation, the directors feel that the only prudent course to pursue, is that of providing, out of the annual profits, the means required under the following heads:—1st. To maintain the vessels in the highest state of working efficiency; and for that object, to keep always in hand a sufficient sum to cover the repairs of the vessels. 2d. To provide, as your directors have hitherto done, in establishing and maintaining a sufficient insurance fund, to meet casualties—the minimum of which, as relates to this company, should not be less than 100,000*l.* to be invested in approved and available securities. 3d. To maintain a fund to meet the depreciation of the vessels—out of which new vessels shall be provided, to supply the place of hulls and machinery worn out in the service.The directors feel, that, continuing to act as they have hitherto done, in providing for the expenditure which sooner or later must be incurred under the foregoing heads, they are adopting the surest means to protect, permanently, the interests of their proprietors, by maintaining and perpetuating, at its original value, the floating property of the company. They have well-grounded expectations, that the income of the company will enable them to carry out these measures satisfactorily, and at the same time to provide a remunerative dividend to the proprietors, on their capital embarked in the undertaking. When the insurance fund (now amounting to 32,000*l.*) has reached the sum at which it is recommended it shall be maintained—viz., 100,000*l.*—the further appropriation of the profits will be for the consideration of the proprietors.The directors now recommend that the usual dividend of 3*l.* per cent. for six months on the paid up capital, be declared; and that the Income Tax thereon be paid out of the surplus profits. Pursuant to the notice given in calling this meeting, the proprietors are required this day to elect two directors, and two auditors. C. W. Williams, Esq., and

Captain S. Thornton, R.N., who are the outgoing directors by ballot, and the Hon. J. T. L. Melville, and Jameson Hunter, Esq., the outgoing auditors, have offered themselves for re-election on this occasion: and as they are immediately re-eligible, according to the terms of the deed, the court recommend cordially and unanimously that your choice should fall upon these gentlemen. The court also beg leave to acquaint the proprietors that Patrick Maxwell Stewart, Esq. M.P., a qualified proprietor, has signified in due form that he is a candidate for a seat in the direction; and they cordially recommend this gentleman to the proprietors for election—as, independently of Mr. Stewart's well known talents and honourable character, they consider it highly essential to the company's interest, that one, at least, of the directors should have a seat in Parliament.

By order of the court,

JAMES ALLAN, Secretary.

The report was then unanimously adopted—the dividend recommended in the report, of 3*l.* per cent. for the half-year, was declared—Mr. C. W. Williams, and the other gentlemen who went out of office as directors and auditors, were re-elected—Mr. P. M. Stewart, M.P., a qualified proprietor, has signified in due form that he is a candidate for a seat in the direction; and they cordially recommend this gentleman to the proprietors for election—as, independently of Mr. Stewart's well known talents and honourable character, they consider it highly essential to the company's interest, that one, at least, of the directors should have a seat in Parliament.

By order of the court,

JAMES ALLAN, Secretary.

The general half-yearly meeting of the proprietors of this company was held at the company's office, City-road, on Wednesday, the 3d instant.

On the motion of Mr. Ald. WILSON, Mr. J. E. D. BETHUNE was called to the chair.—Mr. SNER (the secretary) read the report of the managing committee:

REPORT.

The committee have to report to the proprietors at the present meeting the continued beneficial working of the canal during the last half-year, which, compared with the same period of 1844, shows a very satisfactory improvement of trade. The tonnage on the six months ending the 30th of November last having amounted to 520,890 tons—yielding a sum of 19,489*l.* The profits of the canal, as shown in the half-yearly account to the 30th of September last, amount to 15,920*l.* 1*l.* 4*s.* being sufficient for a dividend of 1*l.* per share, after transferring to the credit of the reserved fund 5 per cent on the profits of the half-year—amounting to 676*l.* 1*l.* 10*s.* A surplus balance will then remain of 363*l.* 4*s.* 6*d.* of the next dividend. Since the last meeting the committee have completed the purchase of two properties needed for the new entrance. The required notices have been given by the railway company of their intended application to Parliament in the ensuing session for an Act to enable them to carry out the agreement which was entered into at the special general meeting of the 29th of September last, and the necessary documents have been deposited at the office of the Board of Trade. In the meantime the required deposit of 500*l.* has been made at the Bank of England, in the names of trustees on the part of the Regent's Canal Company. The principal part of this sum has been invested in the purchase of Exchequer Bills.

The report was agreed to, and formal resolutions passed, authorising the transfer of 676*l.* 1*l.* 10*s.* to the reserved fund, and declaring a dividend of 1*l.* per share, payable on an after the 12th January next.—Mr. HITCHENS asked, whether the Regent's Canal line would be brought before Parliament in the ensuing session?—The CHAIRMAN replied that the sections had been deposited within the time specified by the Standing Orders of Parliament, but beyond that he had no official notice.—Mr. HITCHENS: Have the deposits been paid?—The CHAIRMAN: I cannot say. You should apply to the chairman of the railway company.—Mr. LYON (the solicitor) said this company had received no other information than that the requisite notices had been given, and all the other requirements of Parliament complied with up to the 30th November.

Mr. BAXENDALE said there could be no doubt that the decision come to by the proprietors to sell the canal was a sound one; and whether a confirmatory Act of Parliament was obtained or not, no blame could be thrown on the committee of management, as it was the act of the proprietors themselves. The company would not be in a worse position than they were before the resolution of September was passed, even should Parliament reject the bill.

Mr. AUSTIN: I presume, Sir, we must go to Parliament for an Act.—The CHAIRMAN: No.—Mr. AUSTIN: Till an Act is obtained, then, we go on as we are?—The CHAIRMAN: Yes, and till we are paid 500,000*l.* We shall make up our books till the very day we transfer the property to the railway company: till then all the profits remain ours.

A PROPRIETOR inquired if the railway could not succeed in obtaining an Act for the construction of the railway, but should pay down the sum stipulated in the agreement, would they still have the canal? (a laugh).—The CHAIRMAN: If we get the million, I apprehend they may do with it as they please.

Thanks having been voted to the chairman, the meeting adjourned.

BRITISH AMERICAN LAND COMPANY.

The half-yearly meeting of the directors and shareholders of this company was held on Saturday last, at their offices, Barge-yard, Bucklersbury, for the purpose of receiving the report of the directors.

ALEXANDER GILLESPIE, jun., Esq., took the chair.

The CHAIRMAN said, that in appearing before them for the first time as their chairman, he claimed their indulgence; he had accepted the appointment in consequence of the ill health of their much esteemed former governor. Although they had not been able as yet to command that success that he sincerely wished, yet he was in hopes that they would shortly be able to do something that would render the affairs of the company in a prosperous state; their lands were improving rapidly, and emigration had been greatly on the increase, in consequence of the facilities afforded by the company to settlers and purchasers of land; he was glad to have this opportunity of stating, that Mr. GALT, their manager, had returned from Canada, and was now present to give every information that might be required by any gentleman respecting the affairs of the company, as he was going to sail in a few days for Canada by the next packet. From what he had told him, he was happy to hear that the affairs of the company had, and were greatly improving, and no doubt would be more and more prosperous should peace be continued between this country and the United States, as the sales of land have been very considerable during the past year. This was only a half-yearly meeting, for submitting the report for their approval (and not the money accounts), which report would be read to them.

Mr. CUMMINS then read the following report, which was unanimously adopted:

REPORT.

That the general business of the company continues to proceed satisfactorily in Canada. The sales of wild land for nine months to 30th September, have amounted to 10,901*l.* acres, for the sum of 6552*l.* 12*s.* 6*d.* or an average of 1*l.* 1*s.* 6*d.* per acre. The cotton mill has gone into successful operation, and the progress of building and improvement in the town promises to be constant and satisfactory. The total sales are 10,909 acres for the year, and the system of produce payments, so far as the operations of last year are concerned, has been most successful; the amount on hand at 31st December last having been since realised, and the entire result having produced a small profit, after meeting the expenses of collection and sale. The receipts taken in kind this year have, so far as the Canadian advice reaches, been equally satisfactory; and the directors trust that they shall thus ultimately secure a punctual discharge of interest according to the company, and obtain a large amount of debts, which, in the present state of the eastern townships, it has been found impossible to collect in money. At the same time they are most desirous to embrace the earliest opportunity of re-establishing cash payments in all cases, and thus relieving their officers abroad of an onerous duty.

The directors have further the satisfaction of stating that the new Provincial Law, regulating local taxation, has come into force, freed from the unjust provisions of the former Act, and founded upon equitable principles. Under this Act the company will only be assessed in common with all other individuals possessing real and personal property in the district, and the proprietors will have the gratification of knowing that the improvements to which the district funds must be appropriated, are those which, in most cases, will prove a beneficial outlay for them. The directors are also pleased in believing that the people of the eastern townships are now fully alive to the importance of an union with the company in the attainment of objects which must produce mutual benefit.

The commissioner of the company has been in England since July, endeavouring to establish a line of railway from Montreal, via Sherbrooke, to Portland and Boston. He was requested to undertake this mission by the railway directors in Canada, and, finding the intimate connection which existed between the success of their project, and the interests of this company, he acceded to their request, in doing which he has since received the full approval of the court of directors.

The directors have

ATMOSPHERIC RAILWAYS.

TO RAILWAY COMPANIES, ENGINEERS, MANUFACTURERS, IRONMASTERS, AND TO ALL OTHERS WHOM IT MAY CONCERN.

NOTICE is hereby given, that the Atmospheric System, included in Pinkus's 1st and 2d Patents, of 1834 and 1836, and which is now about to be adopted on the Croydon Line, is, nevertheless (although practicable), but a crude and imperfect one of Mr. Pinkus's several systems, and involves an unnecessarily large outlay of capital in the construction, and an unnecessarily heavy expenditure in the annual working thereof; whilst, by Pinkus's new Systems, only about one-half the expense in constructing, and one-half in the working and annual maintenance, is incurred. The former long valve is dispensed with, and the loss by leakage thereof prevented—one line of pipe suffices for a double line of railway; each train is made to move under the influence of two stationary engines, at the termini of a section, simultaneously, by which means the amount of motive power is reduced by one-half, yet affording the required amount of propelling power. The stationary engines work constantly, husbanding power at intervals, when trains are not moving, thus inducing much economy. The propelling main is reduced in size to one-half the capacity required by the former system; yet affording the same amount of propelling power. Trains may be more frequently moved, and without danger. And by a further system (being the Atmospheric Locomotive), one line of pipe suffices for a double line of railway; the train, as before mentioned, moves under the influence of two stationary engines at the termini of a section simultaneously; the columns of air in the pipe does not move with the velocity of the load; the immense loss of power consequent upon friction of air moving rapidly in the tube, is thus avoided; the quantity of air acted upon for an equal amount of propelling power, is only a fifth part of the quantity necessary by the former system—equal flexibility with the common steam locomotive system is obtained, the locomotive atmospheric engines being capable of moving forwards and backwards, as by the steam locomotive, more frequent trains may be moved without loss of time, and without waiting for the re-exhaustion of the propelling tube, the power of the locomotive is greatly increased on inclined planes, without enlarging the tube, and perfect safety, from the possibility of a train moving off the rails, is secured.—These are advantages which Pinkus's other first system, about to be used on the Croydon Line, does not possess.

Licenses will be granted, and information may be obtained, on application to the Secretary, at the Atmospheric Railway Offices, West Strand, Trafalgar-square, London.

Communications addressed to Mr. Alfred Gregory, Sec. pro tem.

THE ATMOSPHERIC RAILWAY SYSTEM.

THE PATENTS OF MESSRS. PINKUS, SAMUDA, AND HALLETTE.

[We have been requested to translate and to publish in the *Mining Journal* the following letter which has been addressed by M. Arnollet, to the Editor of *Le Censeur des Choses de Fer*, on the atmospheric systems of Messrs. Pinkus, Samuda, and Hallette: our columns are, of course, open to any reply.]

Sir.—After the communication that I had the honour to transmit to you of my letter to the Academy of Sciences, on the subject of the priority of claim risen on my system, by an English academician, you expressed the desire to know my opinion on a similar claim under the name of Mr. Pinkus, which appeared in the *Mining Journal* of the 11th of October last, against all patents taken out in France, first of all by Mr. Samuda, whom he calls an audacious pirate, afterwards by Messrs. Hallette, Chameroy, Pecquier, Julien, Valerio, and others—a claim by which Mr. Pinkus pretends that in whatever shape the new patents which he speaks of, are only imitations or alterations of his own patents of 1834 and 1836; after which he strongly complains of what M. Arago stated to the Chamber of Deputies, in presenting the Hallette system as a new invention. I have the more felt the importance of examining this question, as the principal patent of Mr. Pinkus, taken out in France in 1834, not having been followed out into any operation, this patent and all its accessories are, in virtue of the law, become for a long time the public inheritance; and, to justify your title of censor, it is your duty to inform all those who may have to employ the atmospheric system what are the rights that result to them from these patents of Mr. Pinkus.* I could not, however, conceive the claim contained in the *Mining Journal*, as the only mention of the Pinkus system which came to my knowledge is, that which contains the report made on his return to England, by the inspector, Mallet, who had been commissioned by the Minister of Public Works to examine the Dublin and Dalkey Railway, which Messrs. Clegg and Samuda had just finished; and this report describing the different phases that the atmospheric system had passed through, does not mention Mr. Pinkus as having tried the under cord valve, or conductor, and not succeeding, and attributes to Messrs. Clegg and Samuda all the merit and success of the system tried at Dalkey. I called at the Patent Office, where it is only necessary to look under the name of Hosking, dated the 20th Dec., 1834, and 30th Sept., 1836, the patents taken out by the said Mr. Hosking of the Pinkus system, and it was with extreme astonishment that, instead of this under cord valve, of which they appeared to me to speak with disdain, I there found demonstrated a most complete system, containing everything requisite to a man who has some experience to enable him to establish the atmospheric system, and that on a principle which I believe preferable to all that I have hitherto seen. In the patent granted the 20th of December, 1834, the lateral, or side, view might lead one to conclude that there exists a cord employed as an under valve, or conductor, but when one examines the cuttings and the description, it is seen that this pretended cord is an elastic hollow tube of four inches English in diameter, formed by a slight steel wire rolled round, as is seen by the small copper tubes which compose the branches of the straps; this cylinder of steel wire is covered over with thick stuff, underneath which is a waterproof substance that closes the tube, and for the passage of the vertical frame which unites the two to the directing carriage; it is raised by two closed wheels placed on the waggon, whilst at the back another wheel of a regulated weight presses upon this tube by replacing it, and then joining it in the slit of the atmospheric tube. It appears that Mr. Pinkus has not yet been enabled to find a company to try the experiment of his system, which is too frequently the case in the undertaking of grand projects; but he presented himself again in 1836 with an important improvement (added to other proposals for the employment of compressed air, to which I will not allude at present). In this second patent, one no longer sees above the carriage the appearance of cord, the use of which might be very inconvenient; the frame that unites the carriage to the piston runs along the slit of the thick tube between two flexible bands in their full length, impregnated with a waterproof matter, and that the springs acting by horizontal pressure caused them to close one against the other, so that one is master of regulating it as one wishes, joined to that of the exterior air, when the vacuum is made within, and ought entirely to prevent such air re-entering; when the frame which incloses the piston arrives, it throws aside the bands and the springs, which immediately re-close the opening after it has passed.

Mr. Pinkus thus admits, in his additional patent, that instead of the hollow elastic tube, metallic springs would be better, as it is evident it is possible to give them various positions; but in one of his changeable drawings (No. 3, of the paper 3) he still represents this same elastic tube, combined with a series of springs. Had he placed two leaning one against the other it would still be the same system, and it would also be the same if these tubes, instead of being extended by the effect of the spiral steel, were simply by means of covered hair rope, which would be more economical; these are different changes that experience would soon have known which to have chosen, had the Pinkus's system been fully tried. That of M. Hallette is different in this point; instead of employing exterior metallic springs, or tubes, containing interiorly any elastic material, he makes use of the compressed air to extend these tubes. It is this that Mr. Pinkus calls an invasion or alteration of his system. "It is a change (says he) that cannot warrant a patent of improvement, as there does not exist any improvement whatever, but that it is solely always employing the same principle without any new advantage." One cannot help refraining to state, however, that, in the first instance, the idea appeared to be a very happy one, and perfectly successful, when looking at things only in their favourable circumstances; but, if we reflect, that in a narrow tube, even inflexible, from 5000 to 6000 metres in length, the compression of air is not transmitted but with difficulty, and that, consequently, this difficulty is necessarily increased when the tube is stiff, and opposes its extention; and, if one considers that, in case of hard frosty weather, this stiffness will greatly increase in a covering of caoutchouc or India-rubber, there is every reason to fear that there must be a stronger pressure at the chief end to produce a weaker one at the opposed extremity. In the Pinkus's system, on the con-

* M. Hallette has sold his patent for 2,000,000 francs; it is, therefore, a satisfaction for me to think that what I write can be of no injury to him. His purchasers, it is said, have great hope to double the sum in selling in shares—their privilege in France; but it is to be hoped that no company will have the folly to purchase that which belongs to every one, and I can answer upon my honour that, without going out of the Pinkus's method, I can produce the same waterproof pipe or tube as by the Hallette system. If the English lose their 2,000,000 francs, they have only themselves to thank, as the purchasers of the Hallette method were well cautioned by the stringent articles that appeared in the *Mining Journal* of the months of August, September, and October, and they will, therefore, have no right to complain with any person, as they could have seen in England and in France the Pinkus's patent.

trary, one or two broken springs, or tubes, can be replaced in a very short time, and there is nothing to fear from the changes of temperature. I, therefore, declare that, if I had to execute an atmospheric railway, I should confine myself entirely, as far as regards the establishment of a line, by adopting the Pinkus' system, which, by its impenetrable property, must evidently produce results similar to those which the valve or tube of M. Hallette will, only yield perhaps in fine weather, and most especially are one hundred times more advantageous than that of Samuda. Here presents a most painful reflection: Mr. Pinkus is the first who has given the idea of employing the atmospheric system to any advantage, which the originator, Mr. Medhurst, had attempted in vain to obtain from good results by the means of the hydraulic valve or tube. Mr. Pinkus took out a patent in 1834, but was not able to form a company for carrying it out; four years afterwards Mr. Samuda takes out another patent, in which he declares that, according to the law of 1791, that of Mr. Pinkus not having been put into operation or executed during two years, had fallen as public property, and, to carry out his patent in his own name, being obliged to make some alterations, he imagined to be improvements, which are not worth mentioning, as Mr. Pinkus very justly tells him, "that the alterations are true nonsense;" and so far has the system of Pinkus been forgotten that M. Arago, speaking in the Chamber of Deputies and Messieurs, Tesseron and Mallet in their reports, as commissioners of the Government appointed to investigate the atmospheric system in England and in Ireland, have clearly shown that they have not obtained the slightest information on the advantages or improvements contained in the patents of the said Mr. Pinkus. Notwithstanding that the law of 1791 had foreseen that there would be many cases where the inventors of useful things and improvements would be placed in a situation where it would be impossible to find the means of carrying out their inventions in a short time, and wishing that the Government should have controlling eyes; that such discoveries should not be lost, there should be commissioners appointed to make their reports on the subject, so that the patentees might be rewarded, and their inventions published. Had the Government acted thus for the last ten years how many atmospheric railways should we have had? But they will not even examine the improvements that the French engineers offer them gratuitously, as it appears that they have something better to occupy themselves than the public interest.—ARNOLLET: Nov. 25.

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Capital £1,400,000, in 56,000 shares, of £25 each.—Deposit £2 12s. 6d. per share.

PRELIMINARY NOTICE.

Amongst the numerous projects recently brought forward for connecting important towns and districts in England by means of railways, no direct line of communication from Exeter to Tavistock, and thence to Bodmin, has attracted the attention of the public. The South Devon Railway, from Exeter to Plymouth and Devonport, and the Cornwall Railway, proceeding from those ports, but not approaching Bodmin within several miles, afford a very sinuous, inconvenient, and imperfect route between the two terminal points of the proposed line—the latter of which is still unsupplied with any immediate railway facility. The Bideford and Tavistock Railway—now in progress—assisted by the Exeter and Crediton Railway, will supply in like manner a very circuitous course of communication between Exeter and Tavistock; but all these lines leave the midland districts and several important towns and villages totally void of railway convenience. The proposed

EXETER, TAVISTOCK, AND BODMIN RAILWAY.

however, commencing at the city of Exeter, proceeding by or near to Moreton-Hampstead, and throwing out a branch to Ashburton in its course across the Forest of Dartmoor, will construct a direct line to the Parliamentary borough of Tavistock, and passing by or near Callington and Liskeard, will terminate at Bodmin—thus providing a direct channel of intercourse in a line not exceeding fifty-six miles in length between the two terminal places, and furnishing the intervening towns and villages with the means of immediate transit to Exeter in the east and Bodmin in the west, and extending from those places to all parts of England. The existing railway from Bodmin to Wadebridge will complete the line to the coast of Cornwall, in the Bristol Channel. Thus the direct line from Exeter to Bodmin, with the proposed branch to Ashburton, will unite the whole of the midland districts of Devonshire and Cornwall, comprising a tract of country occupied by a large population, and unrivaled for agricultural produce and mineral wealth.

A prospectus and a map of the line are in course of preparation, and, with the names of a powerful provisional committee, will shortly be published. In the interval further information may be obtained from Messrs. Phillips and Son, 28, Lawrence Pountney-lane, solicitors to the undertaking; and at the offices of the company, 37, Gresham-street, where application for shares may be made.

OXFORD, THAME, HIGH WYCOMBE, AND UXBRIDGE JUNCTION RAILWAY.—The committee of management have the satisfaction in stating, that the Plans, Sections, and Books of Reference, have been duly deposited at the office of the Board of Trade, and with the Clerks of the Peace of the counties of Oxford, Bucks, and Middlesex, as required by the Standing Orders of Parliament.

HUBERT DE BURGH, Chairman.

43, Moorgate-street, London.

OXFORD, THAME, HIGH WYCOMBE, AND UXBRIDGE JUNCTION RAILWAY.

OFFICE, No. 43, MOORGATE-STREET.

MANAGING COMMITTEE.

HUBERT DE BURGH, Esq., Chairman.

Vice-CHURCHILL, Deputy-Chairman.

Lord Albert Conyngham, Esq.

Lieut.-Colonel Lethbridge, Esq.

Charles Collins, Esq.

Thomas Edwards, Esq.

Richard Twiss, Esq.

Andrew White, Esq.

Richard White, Esq.

A. W. Hilliard, Esq.

Deane John Hoare, Esq.

John Lane, Esq.

Malcolm Maclean, Esq.

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The committee of management having deferred closing their share lists until they were assured that the Standing Orders of Parliament had been complied with—the plans and sections having been only deposited with the Board of Trade and the several Clerks of the Peace of the counties through which the line passes—they now give Notice, that NO APPLICATION for SHARES will be received after the 27th inst.; and, until that period, they will be received at the offices of the company, 43, Moorgate-street, and of their solicitor, F. T. Gell, Esq., Carlton Chambers, 8, Regent-street; and of the following brokers: R. H. Wilkins, Esq., 4, Bank Chambers, London; Henry Brenchley, Esq., Cushing-court, Old Broad-street, London; R. MORTON CALEY, Secretary.

Richard Twiss, Esq.

By order of the board, Z. HUBBERTY, Secretary.

Moorgate Chambers, Moorgate-street, Dec. 1, 1845.

OXFORD AND SALISBURY DIRECT RAILWAY.

CHAIRMAN—THOMAS DOWGLASSE, Esq.

ENGINEER-IN-CHIEF—Samuel Charles Brees, Esq.

SOLICITORS—Messrs. Elmslie and Preston, 47, Moorgate-street.

SECRETARY—Z. HUBBERTY, Esq.

The committee of management have the satisfaction to announce that the proper notices have been published in the *London Gazette* and in several newspapers, and that the plans, sections, and books of reference have been deposited in the Parliamentary offices and with the Clerks of the Peace for the several counties through which the line is proposed to pass. The committee are further desirous to state, that testimonials in favour of the line have been most numerously signed by the landowners, tradesmen, farmers, and inhabitants of every town throughout the country proposed to be traversed; and that the engineer of the company has given them that the construction of the intended railway will be completed at very much less expense than he originally contemplated.

By order of the board, Z. HUBBERTY, Secretary.

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TEAN AND DOVE VALLEY AND EASTERN AND WESTERN JUNCTION RAILWAY.—Office of the Company, High-street, Burton-on-Trent, 1st December, 1845.—The committee beg to announce, that their Plans, Sections, and Books of Reference, have been duly deposited, pursuant to the Standing Orders of Parliament. They have also the pleasure to announce, that, by an arrangement entered into between this company and the Leicester and Bedford, and London and York Railway Companies, this undertaking will be presented to Parliament as forming part of a trunk line between London and Manchester.

J. B. YARDIE BULLER, Jun., Deputy Chairman.

JOSEPH RICHARDSON, Secretary.

N.B.—The additional deposit of 5 per cent. will not be called for until the Bill has passed the House of Commons.

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CALEDONIAN RAILWAY.—NOTICE.—RESOLUTIONS passed at an Extraordinary General Meeting of the shareholders, held within the Royal Hotel, Edinburgh, upon Wednesday, the 5th day of November, 1845, (J. J. Hope Johnstone, Esq., of Annandale, M. P., chairman of the company, in the chair):—

1. That the arrangements made by the directors for the acquisition of the Glasgow, Garnkirk, and Coatbridge Railway, and the leasing and working of the Caledonian and Dunbarton Junction Railway, be approved of and confirmed.

2. That the arrangement made by the directors for amalgamating the Clydesdale Junction Railway, including the Polloc and Govan Railway, with the Caledonian Railway, be approved of and confirmed.

3. That this company shall undertake the several branches and stations and other works, specified in the notice calling this meeting, as the same are more fully detailed in the Parliamentary notices, or such of the said works, and with such modifications, as the directors may deem expedient.

4. That the capital stock of the amalgamated Caledonian and Clydesdale Junction Railway Companies, amounting to £2,550,000, be augmented by the sum of £1,275,000, to be raised by the creation of 51,000 new shares of £25 each; that these shares be allotted among the shareholders of the said amalgamated companies, in the proportion of one new share of £25 for each original share of £50; and that the directors be empowered to issue scrip, and take such other steps as may be necessary in reference to the creation and allocation of the said new shares.

5. That the directors be authorized to apply to Parliament for an act or acts for carrying into effect the several new works and other objects above referred to.

(Signed) J. J. HOPE JOHNSTONE, Chairman.

In terms of the above resolutions, the directors hereby intimate that letters of allotment of the new stock will be issued to such of the shareholders as stand registered in the books of the amalgamated companies on the 1st of December next, and they will be required to pay the Parliamentary deposit of £2 10s. per share on or before the 20th of December, at the banks to be specified in the letters of allotment, and to sign the Parliamentary contract and subscribers' agreement within ten days thereafter; and if any parties shall fail to pay the deposit, or to sign the deeds, within the respective periods above stated, the right of such party to the new stock shall cease, and the same shall be disposed of by the directors without further notice.

By order of the board,

(Signed) J. J. HOPE JOHNSTONE, Chairman.

D. RANKINE, Secretary.

Caledonian Railway Office, 122, Prince's-street, Edinburgh, Nov. 6.

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WAKEFIELD, OSSETT, AND DEWSBURY DIRECT AND ATMOSPHERIC RAILWAY.—The committee of management have the satisfaction of announcing to the shareholders of this company that all the Plans, Sections, and Books of Reference, required to be deposited in conformity with the Standing Orders of Parliament, have been duly lodged; and the committee desire to take this opportunity of stating, that, from the satisfactory report of the engineers, and the very favourable return which the existing traffic (taken with the greatest care by most competent parties), shows, they feel an assurance of the Act being obtained during the forthcoming session. The traffic upon the line is almost exclusively local, and cannot, consequently, interfere or be considered to compete with any other railway; and as the first attempt to give the advantage of railway communication, in the most safe and economical form, to the dense manufacturing population of this district (which, from its position, cannot be accommodated by the ordinary means), this undertaking must command the most lively attention of the Legislature and the public. Provision having been made to run upon one of the proposed railways into the town of Wakefield (thereby avoiding the most costly portion of the work), there is no doubt whatever but that the line will be constructed for much less than the capital named; and, under any circumstances, the committee confidently recommend it as an undertaking which cannot fail to be highly remunerative for permanent investment.

By order, J. H. CHARNOCK, Secretary.

Company's Office, Barstow-square, Wakefield, Dec. 1, 1845.

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WEXFORD, WATERFORD, & VALENTIA RAILWAY.

TO THE SHAREHOLDERS.

JOHN ATTWOOD, Esq., M.P., Chairman.

WILLIAM RICHARDSON, Esq., Deputy-Chairman.

The Lord Viscount Ingestrie, M.P. James Henry Attwood, Esq.

R. Spooner, Esq., M.P. Witham Campbell, Esq.

A. Miller, Esq.

The above committee of management beg to inform the shareholders that the Plans, Sections, and Books of Reference were lodged at the office of the Board of Trade, and the respective offices of the Clerks of the Peace of the counties through which the line passes, on Saturday last, the 29th day of November, in conformity with the Standing Orders of Parliament.

By order,

JOHN ATTWOOD, Chairman.

5, Royal Exchange-buildings, Dec. 1, 1845.

A. LIGHTON, Secretary.

GREAT WESTERN AND FALMOUTH JUNCTION RAILWAY.

THE committee of management have much pleasure in announcing, that the Plans, Sections, and Books of Reference, of this line of railway, have been duly deposited with the Board of Trade, and also with the Clerks of the Peace for the counties of Devon and Cornwall, in conformity with the Standing Orders of Parliament.

KEDDELL, BAKER, & GRANT,

THOMAS HARVEY,

JOHN STODDON,

Solicitors for the Bill.

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